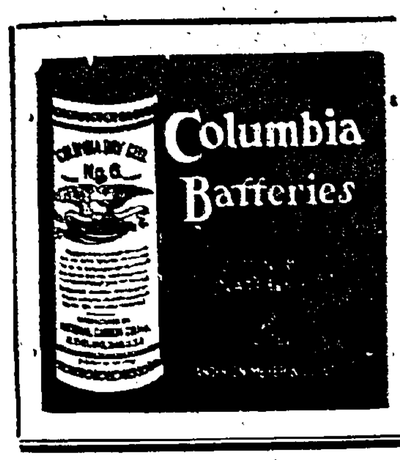

The Hongkong Telegraph.

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THE SUBMARINE QUESTION.

MR. BALFOUR'S STRONG ARGUMENTS.

Future Possibilities.

(*Reuter's Service.*)

Washington, December 24.

Yesterday's debate by the Naval Committee on the subject of submarines lasted for three hours, Mr. Balfour, M. Debon and Signor Schanzer participating.

Mr. Balfour extended Lord Lee's total abolition arguments. While admitting that the British Empire did not hope to get any important support for abolition at this Conference, he earnestly trusted that their debates would go beyond the limits of the conference. He supported Signor Schanzer's contention that small states might, through submarines, become formidable aggressors, instancing the case of Italy's five maritime neighbours.

An official communique, issued after the debate, says that no action was taken although Admiral Debon declared that if the conference limited submarines then 90,000 tons was an absolute minimum. It is expected that the British argument regarding submarines will be further developed in private committee and that the remainder of the British case will be presented by Lord Lee at a public session next week. Opinion is that whatever decision is reached now a conference will be called further to discuss the question.

Breakers Ahead.

Washington, December 24.

The submarine debate by the Naval Committee showed breakers ahead in the Conference, not in Pacific but in European waters. Signor Schanzer, who followed Mr. Balfour, suggested a wider conference before any action for abolition could be undertaken.

M. Debon depicted the possibility of huge airships in the future, capable of attack by land and sea, spreading gas and paralysing large ships—possibly squadrons—when the submarine might become an anti-aircraft defence in view of its submerging capability. He said that the French delegation was also convinced that the idea of large submarines could not be dismissed.

Mr. Balfour, replying to M. Debon's arguments regarding submarines for defensive uses, emphatically denied that the immunity from attack enjoyed by the German coasts during the war was due to submarines and he cited the bombardment of Zebrugge, full of submarines, for hours without the loss or injury, of a British ship. Likewise, insignificant results were accomplished by submarines when the British lay for months in the Dardanelles. If submarines were to be allowed, it would be necessary for navies to be increased by small craft to fight the submarines. M. Debon had said that such craft were obtainable from merchantmen and fishermen, but Mr. Balfour asked where France and Italy were going to get these. He pointed out that the most difficult problem of the war was the maintenance of sea communications. Towards developing auxiliary craft to deal with submarines France contributed 257, Italy 288, and Britain 3,676 ships. If the war had been fought without Britain what would have prevented the absolute blockade of the French coast? He declared that no country in Europe but Britain was able to tackle the submarine peril. Therefore, it must not be supposed that Britain would suffer most or even have her security imperilled by future submarinism.

Later.

The American programme for the limitation of submarines was presented to the Naval Committee to-day. It proposes 60,000 tons each for Britain and America and the existing tonnage for Japan, France and Italy.

American Proposal Rejected.

Washington, December 24.

Italy and Japan declined to accept the submarine tonnage figures proposed in the American programme, under which the existing tonnage of Britain and the United States is each cut by approximately one-third, leaving France 42,000, Japan 32,000, and Italy 22,000 tons.

International Conference Suggested.

Washington, December 26

One outcome of the divergence of views revealed at the Conference regarding the future use of submarines, which, if ungoverned, is likely to have repercussive effects, is in the direction of the building of anti-submarine craft. Steps are being informally discussed by the delegations, with a view to convening an international conference in that connection. The smaller nations which possess numbers of submarines will be invited. It is stated that plans to this end are well matured.

Other Powers Not Bound.

Washington, December 26.

At the Naval Committee on the 24th inst M. Sarraut pointed out that there were no guarantees that the countries unrepresented at the Conference would conform to the decisions of the Conference, in regard to submarines A conference of all countries interested in submarines might decide the question of retention or abolition of submarines.

Mr. Balfour's Outspoken Words to France.

Mr. Balfour, replying, emphasised that submarines were offensive, not defensive, weapons, which would be unable to in any way assist France if threatened by Germany reviving her army and creating a submarine force. France, in that event, must depend upon the help of British anti-submarine craft. How was that consistent with France's building a huge mass of submarines which anybody, looking at the matter from a strategical and tactical viewpoint, would certainly say, from the very geographical situation, was built against Britain.

French Military and Naval Policy Inconsistent.

The military policy announced by M. Briand was inconsistent with the naval policy announced by Admiral Debon. He knew of no satisfactory answer to the question in regard to the purpose of the proposed French submarine fleet. The conference could not legislate for the world, but a unanimous opinion of the conference that submarines were not a war weapon consistent with civilisation would prelude their ultimate abolition.

British Objection to Submarines Epitomised.

Washington, December 26.

The British delegation's attitude in regard to submarines was expressed by Mr. Balfour at a meeting of the Naval Committee on the 24th. inst. as follows: "The use of submarines, whilst of small value for defence purposes, leads inevitably to acts inconsistent with the laws of war and the dictates of humanity, and the delegation desires that united action by all nations should forbid their maintenance, construction, or employment."

MORE PRISONER'S RELEASED.

President Harding's Clemency.

Washington, December 24.

In addition to Eugene Debs, President Harding has ordered the release of twenty-three men convicted of military crimes, including Gustave Jacobsen, who attempted to organise from Chicago a military enterprise in India in war-time.

THE BANQUE INDUSTRIELLE.

To Come Before The Chamber.

(*Reuter's Service.*)

Paris, December 23.

The matter of the Banque Industrielle de Chine comes up before the Chamber on Saturday.—*Havas.*

Bill To Be Introduced.

Paris, December 22.

In the Chamber a number of interpellations was submitted on the subject of the suspension of payment by the Banque Industrielle de Chine. These were replied to by M. Briand, who announced the immediate introduction of a Bill. M. Briand reminded the House of the Government's efforts to restore the bank's position and said that in the past few days the Chinese Government had "adhered to a combination, based on the Boxer Indemnity." One interpellator pressed for the payment of all the bank's depositors.

The Guilty To Be Punished.

Later.

Replying to the interpellations, M. Briand said that the Banque of France immediately went to the aid of the Banque Industrielle de Chine last year when necessary, as it was recognised, that France's interests were very directly concerned. The Finance Minister decided to support the Banque of France in the formation of a consortium to save the Banque Industrielle. One hundred and twenty million francs were received. The premier declared that those guilty in the administration of the bank would be mercilessly dealt with by law. He defended M. Philippe Berthelot, of the Foreign Affairs Ministry, whose action in connection with the crisis in the Bank's affairs had been criticised. The Bill which the Premier foreshadowed will provide for the appropriation of part of the Boxer Indemnity in order to strengthen the Banque Industrielle.

THE PRINCE AT CALCUTTA.

A Rousing Reception.

Calcutta, December 24.

Calcutta has handsomely falsified the predictions that she would give the Prince of Wales a cold reception when he arrived on Saturday morning. A *hartal* indeed kept the shops shut but as everyone goes to the races this would have happened in any case. All the way from Howrah Station, a shady side route to Government House was packed with cheering crowds. The house roofs alone carried the population of a good size town. True, in Clive Street, some handful of Bengalis in Gandhi's caps, shouted "Gandhi ki jai," but were swamped by louder bursts of cheering. Calcutta may claim to have attained its avowed ambition to beat Bombay in spectacular splendour. The city was decorated with gorgeous prodigality, whilst the illuminations were really superb. The Prince received a municipal welcome in a pavilion overlooking the beautiful lake of Dalhousie Square, replying with a eulogy of the great city. The reception of Bengal ruling Princes and high officials at Government House completed the first day's formal programme. After lunching with Stewards of the Royal Calcutta Turf Club, the Prince of Wales attended the opening races. The famous course, which with the possible exception of Sydney is the finest in the world, was densely crowded, the Prince receiving thunderous acclamation on his appearance in the Royal Box. A regular furore was created when he presented the Prince of Wales' Cup to the winner of the principal event.

The Maharaja of Sharapur, having intimated that he has christened his third son, born on the eve of the Prince's visit to that place, Edwardman Singh, the Prince has sent a gold brooch bearing his own crest, with the request that the child wears it in his first turban.

A Successful Progress.

Calcutta, December 24.

The Prince of Wales' progress in India continues with success despite the agitators' attempts at a boycott. A *hartal* at Patna broke down, big crowds most heartily cheering the Prince. He had an enthusiastic reception at Calcutta, the decorations being most beautiful and the cheering continuous, but the majority of Indians abstained from attending owing to a complete *hartal* in the northern portion of the city.

Quiet Christmas Day.

Calcutta, December 25.

The Prince of Wales spent Christmas Day fairly quietly, attending morning service in St. Paul's Cathedral. The organ refused to function until a harmonium had been procured, when it suddenly responded thunderously to the performer's efforts. The Prince visited H.M.S. Southampton, the longest vessel ever to be brought up the Hooghley, going around the mess decks with Admiral Sir Clinton Baker. There was a quiet Christmas dinner party at Government House.

The Prince Sees the City in Holiday Mood.

London, December 26.

On Monday the Prince saw what Calcutta can really do in the way of producing a native crowd. The Bank Holiday spirit was unrestrained by any political boycott, and the city poured its multitudes towards the racecourse. An unending procession of motors, gharries, tomjons, and tongas streamed through the tramping masses, chiefly Indians. Some congestion was caused near the Maidan by a general halt to watch the Prince play polo, but three hours before the races were due to begin the Prince returned to Government House to receive the Maharajas of Cooch Behar and Manipur. His Royal Highness lunched with the Governor of Assam aboard the yacht Sonamukhee, anchored in the Hooghley, afterwards landing at Outram Ghat and driving in semi-State to the racecourse. The Prince was greeted with a thunderous reception on his appearance in the Royal Box.

ANGLO-FRENCH RELATIONS.

M. Briand's Assurances.

Paris, December 24.

In the Chamber, M. Briand, replying to a question, emphatically said the Franco-British *entente* was as complete and consolidated as possible. He declared there was no question of revising the Versailles Treaty or of re-casting the conditions of the payment of reparations at the forthcoming conference. He declared that Mr. Lloyd-George had never thought of impairing French interests.

INDIAN POLITICAL UNREST.

British East African Question.

Nairobi, British, E. Africa, December 24.

Acting on the advice of the Indian Government the Indians here have decided to accept temporarily the political representation recently offered by the Governor, namely, four seats in the Legislative Council and one on the Executive.

THE EGYPTIAN SITUATION.

Incitement to Insurrection.

(*Reuter's Service.*)

Cairo, December 24.

British troops are proceeding to the suburb of Giza, where the mob is attacking the Government offices. Otherwise, Cairo appears quiet. Troops have also been despatched to Tantah, which is unsettled.

In Alexandria, leaflets, inciting to insurrection, have been distributed by the Mosques, concluding with "Long Live Zaghlul".

The Giza Incident.

Cairo, December 25.

The details of the Giza incident show that students raided the Survey Offices. In the course of the ejectment five natives were killed and 20 injured. Six Zaghlulites, whose expulsion was ordered, were to-day conveyed by motor car to Suez.

Aiming at a Strike.

Later.

Most of the schools are idle, the students endeavouring to make the Government officials go on strike. Many have done so. The military have frustrated attempts by students to set fire to Government property.

Mobs Break Loose at Port Said.

Cairo, December 25.

An order under martial law notifies the public that disorders, rioting and destruction of property will be rigorously repressed by the military, who have been ordered to shoot when necessary. Five arrested Zaghlulites have been taken to Suez, the remaining three having complied with Gen. Allenby's orders and are remaining in Egypt. The European quarter is perfectly quiet this morning, but there are minor disturbances in the native quarters, with which the military are effectively dealing. There have been a number of arrests. There were twelve dead up till last night, all natives except one. Apparently, the military have hitherto sustained no casualties. It is reported from Port Said that mobs broke through the police cordon and penetrated the European Quarter. British military intervened and quickly restored order. It is understood that the military have taken over control. The fact that the telegraphs, telephones and railways are working normally, indicates a favourable situation in the provinces.

An Unsettled Christmas.

London, December 26.

The situation in Egypt is still unsettled. Reuter's correspondent at Cairo says that on Christmas Day several rioters were killed and a number wounded in disturbances at Suez. In Alexandria there was considerable excitement all day, the police, patrolling the town in armoured cars, frustrated attempts to hold demonstrations. The Government officials have decided to strike as from December 26 and 28. The cruiser Ceres has arrived.

M. PHILIPPE BERTHELOT'S RESIGNATION.

Criticism over Banque Industrielle Leads to Irrevocable Decision.

Paris, December 26.

M. Berthelot, Chief Secretary for Foreign Affairs, has offered his resignation.—*Havas.*

"Abominable Calumnies".

Paris December 26.

M. Philippe Berthelot, Secretary-General of the Ministry of Foreign Affairs, has sent a letter to M. Briand tendering his resignation for the third time, irrevocably, owing to "abominable calumnies," which he has been subjected in connection with the failure of the Banque Industrielle de Chine.

M. Berthelot's Explanation.

M. Berthelot, in his letter to M. Briand, says that the continual attacks upon him in the past year owing to the failure of the Bank, which his brother is one of the heads, cause him to fear that he no longer possesses, in the face of foreigners, against whom he has to defend the interests of France, the necessary authority to continue to serve the State well. He was reproached in the Chamber on the 24th. inst. with acts which were non-existent or distorted, but a telegram he sent to the financial agent in New York, although fully justified in substance, similarly with those sent to the Far East and to London at the request of the Consortium formed by the previous Government, ought to have been submitted to M. Briand. He thought that one of his acts might with some show of reason be reproached, which rendered his decision irrevocable.

ANGLO-JAPANESE COMMERCIAL INTERESTS.

Japanese Action Criticised.

London, December 24.

Mr. Anderson, President of the China Association, addressing the Japanese Mission on British and Japanese interests in the Far East, pointed out that Japan's great natural advantages regarding Chinese trade could not be wrested from her. All the better reason, therefore, that she should return Shantung which would evoke China's goodwill and also have the advantage of enabling the establishment of a stable and central Government in China. He voiced the complaint against the high preferential duties imposed by Japan in Korea, which had curtailed Britain's former big trade and also complained as regards trade marks being registered by British in China and then by Japanese in Japan.

Mr. Kadono, replying, hoped that the Mission would be able to do something regarding the last-mentioned complaint, but expressed doubt as regards the preferential customs and tariff in Korea.

RUSSIAN FAMINE RELIEF.

Polish Government's Assistance.

Warsaw, December 23.

The Polish Government is sending fifteen thousand tons of wheat and flour to the Russian famine sufferers.

Dr. Nansen's Urgent Appeal.

Christiania, December 25.

A warmly worded appeal for help has been issued by Dr. Nansen to the several nations, wherein he dwells on the frightful sufferings of millions of Russians from hunger and cold. He describes the statements that help sent is consumed by the Soviet Government and Red Army as "black lies contrived by human devils for the sake of political intrigue" and declares that a flood of this lying is emanating from Helsingfors. He guarantees that all help sent to his and the American organisation reaches the famine centres exclusively. He specially asks for bread and corn.

THE HOLIDAY.

An Outdoor Celebration.

The Christmas festival in Hongkong has been observed much in the manner of former years. On Saturday the last of the special purchases were made and shops report a very satisfactory Christmas season. In Flower Street there was a brisk trade in flowers and Christmas Trees, albeit the vendors made the most of the demand by charges higher than usual. Christmas Eve witnessed the holding of special dances at Repulse Bay Hotel and the Hongkong Hotel and not a few private parties.

On Sunday—Christmas Day—there were special services in all the churches. St. John's Cathedral and others being prettily decorated. The nature of the day tended to restrict the festivities to private parties and the like. On Monday there were special football and cricket matches while at night dances, parties and cinemas were all indulged in and enjoyed. Today has been observed as a holiday as well, though apart from sport the day has not been characterised by any specially arranged celebration. Throughout the holiday there have been a number of golf competitions played at Fanling—in fact the Christmas vacation generally has witnessed the usual devotedness to outdoor games. The full reports of the football and cricket matches over the week-end are given elsewhere in this issue.

CATHOLIC CELEBRATION.

The spacious interior of the Roman Catholic Cathedral was filled to overflowing at the midnight service, on Saturday, the number of the congregation, being very much larger than that of last year. The naves and pillars were tastefully draped. His Lordship Bishop Pozzoni, assisted by Fr. Bianchi and two minor officials of the Vestry, officiated. The Cathedral choir was led by Mr. V. Botelho.

On Christmas Day morn, mass was also celebrated in the Cathedral at which Fr. Bianchi officiated, Bishop Pozzoni preaching the sermon.

A large attendance was also seen at St. Joseph's Church, both at the midnight service on Saturday and on Christmas morning. The music was a special feature at the services held at this Church.

Similar services were also conducted at Rosary Church and the Church in Wanchai.

News in To-day's New Advertisements.

"The City of Purple Dreams" is the picture showing at the World Theatre to-day.—Page 12.

If you want footwear that treads in the footsteps of fashion see Powell's advt. on page 7.

The "Glenluce" has arrived in port and Messrs. Jardine, Matheson and Co. give the usual notification to consignees.—Page 5.

Messrs. Whiteaway, Laidlaw have just received a large consignment of brass and enamel bedsteads.—Page 3.

A list of Jaeger specialities for men is advertised by Mr. J. T. Shaw.—Page 7.

A Moutrie piano is specially made for the climate.—Page 3.

Messrs. Lane, Crawford and Co., are showing a fine collection of the celebrated Community Plate.—Page 3.

"The Last of the Mohicans" and "The Leopard Woman" are the big features at the Coronet to-day. To-night there is a Dance on at the Kowloon Theatre.—Page 12.

The N.Y.K. advise consignees of cargo of the arrival in port of the Sado Maru.—Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 11⅝d.

Lighting-Up Time.

Lighting-up time to-day 4.

NOTICE.

"THE BEST AND THE CHEAPEST."

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A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 5/-, MARTIN, Chemist, Southampton, Eng.

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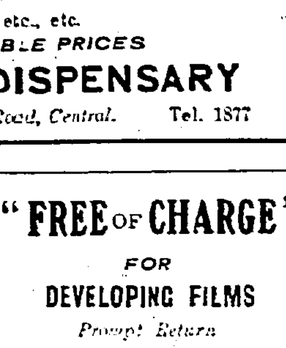

Our Portrait of Mr. WALTER E. WHITE, of 51, Dolphin Sq., Chiswick, London, England, who writes:—

"Some three years ago I had a [illegible] on the knee cap. One night I [illegible] which caused a little [illegible] no matter what I [illegible] the whole knee. I [illegible] and with [illegible] that wound [illegible] months. Being an [illegible] doctor of many cups [illegible] I decided to give up all hope [illegible] taking my place among the [illegible] One day one of my fellow [illegible] from my leg was, [illegible] that was 'Clarke's Blood [illegible] I sent it. That day I bought [illegible], and when I had finished it I [illegible] myself, but all [illegible] could see improvement. [illegible] and by the [illegible] and that [illegible] encouragement, so I persevered [illegible] am glad to say seven bottles completely cured me. I am now as well as ever, and am still holding my own as an athlete."

Sufferers from Bad Legs, Abscesses, Ulcers, Glandular Swellings, Piles, Eczema, Boils, Pimples, Eruptions, Rheumatism, Gout, should realise that lotions and ointments can but give temporary relief—to be sure of complete and lasting benefit, the blood must be thoroughly cleansed of the impure waste matter, the true cause of such troubles. Clarke's Blood Mixture quickly attacks, overcomes, and expels the impurities, that is why so many remarkable recoveries stand to its credit. Pleasant to take, and free from injurious ingredients.

Of all Dealers—see that you get

Clarke's Blood Mixture

"Everybody's Blood Purifier."

EYE COMFORT

means better health and better results from your work, and if your eyes require glasses you have had careful and expert examination in fitting the proper correction. Eye comfort requires also just an expert care in the manufacture and adjustment of your glasses. You will find it worth while to consult a reliable firm, devoted exclusively to optical work—over ten years experience in the Colony. You will find no better equipment anywhere than in the office and factory of the Hongkong Optical Co., Successors to Clark & Co., Manufacturing and Refracting Opticians, located in 53, Queen's Road Central.

THE NEW OCTAGON TAM.

By Marian Hale.

Each season brings a thousand tams, you say.

Yes, but where are the tams of yesterday?

Well, they may be in the discard along with last year's roses—but what matter so long as there is a brand new one.

Here it is—the very latest tam.

To be sure it doesn't come direct from the land of the Heather. It took a little detour via Paris. That accounts for its ultra chicness.

The new tam might, however, be described as being of the Tudor type. It looks a bit like the hats King Henry VIII used to affect.

There are eight points or corners to it and these corners are accentuated by the black velvet being corded in silk. A cabochon of uncurled ostrich adorns this model.

WAR BREWING IN THE EAST.

Interview with Mr. Bertrand Russell.

When I rung up Mr. Clifford Allen's flat on Friday evening I was surprised to hear the voice of Mr. Bertrand Russell: no one who knows him can fail to recognise the curious little treble inflection. I had thought him to be in mid-Atlantic, but he had caught an earlier boat and so taken his friends by surprise.

I spent Saturday afternoon with him. He looks bronzed and well, his hair is whiter, but still there remains that charming, youthful smile which is so characteristic of him. He has almost entirely recovered from the serious illness which was the origin of the rumour of his death in China.

THE ANGLO-JAPANESE ALLIANCE.

Time flies, and it was difficult to believe Mr. Russell when he said that he has been in China and the Far East for nearly a year. Our conversation naturally concentrated upon the Far Eastern situation and the possibilities of the Washington Conference. Among his political opponents Mr. Russell has the reputation of being a man of extreme and one-sided opinions. Perhaps he would accept this estimate himself, for no one could be more anti-Capitalist and anti-Imperialist or more Socialist and Internationalist. But when I asked him for his view of the Anglo-Japanese Alliance I was struck by his all-round considered reply. The same broad outlook impressed one in conversations with him about Bolshevism on his return from Russia. It is the application, I suppose, of the attitude of the philosopher to political questions.

Instead of damning the Alliance outright, he insisted upon looking at it from the point of view of its effect, first upon Japan, second upon China and Siberia, third upon America, and fourth upon world politics.

Mr. Russell insisted that from *the point of view of Japan—not* merely from a materialistic standpoint, but from that of its best interests—the Alliance has been very useful. It has enabled Japan to develop as an independent Power, the only Asiatic nation that really is independent. When I put the point to him that this might be due to the aggressive Japanese temperament and to the Japanese capacity or organisation, he replied that the Alliance has given these characteristics their opportunity. He declared that Japan would have been smashed in the Russo-Japanese War but for the Alliance: that alone kept France from joining with Russia. He even suggested that, except for the Alliance, America might by now have crushed Japan. The Alliance has given the Japanese status and done much to overcome the colour prejudice. For these reasons Mr. Russell thinks that in its early days it was good.

DANGEROUS MOOD OF JAPAN.

But now the situation is changed, Japan has become Militarist and Imperialist, and she has been encouraged in her aggression by the feeling that Britain has been behind her. "I am afraid," said Mr. Russell, "that the Japanese have got into a mood which is dangerous, and from which they will only emerge by some humiliation."

From the point of view of its effect upon China and Siberia, the ending of the Alliance would be good—unless it be succeeded by something worse. (Do that we will come back.) Mr. Russell pointed to the Twenty-one Demands and the virtual annexation of Shantung as illustrative of the aggressive policy Japan dared to pursue because of her reliance upon British support. He mentioned a point about the Demands, by the way, which is not generally known. The terms of the Alliance require Japan to acquaint the British Government with the contents of all proposed agreements with other nations. The Demands consisted of five parts, the fifth the worst, and the Japanese were so ashamed of it that they even hid it from our Imperialist Government and compelled the Chinese to conceal it also!

The effect of the Alliance upon the Far Eastern Republic which extends over Siberia east of Lake Baikal is illustrated in the continued Japanese occupation of Vladivostock, despite repeated promises to evacuate. Mr. Russell said that the Japanese are always showing hostility towards the Republic, and the danger of war is real.

I find that many of Mr. Russell's incidental remarks were of the greatest interest, and it is worth interrupting the general argument to record his statement that the representatives of the Far Eastern Republic in Pekin were less hard and more democratic than the Bolsheviks in Russia. He could not say, however, whether they were typical of the whole administration.

"Although all foreign Powers oppress China, Japan does so most," continued Mr. Russell, "not because she is more wicked than the others, but because she is nearer. The Japanese are bitterly hated in China. Indeed, this hatred is practically the only political feeling common to the Chinese people. The Japanese often talk as though they were the leaders of Asia. That is simply talk. There is no such entity as "Asia." The Chinese would prefer any white Power to the Japanese.

ANGLO-SAXON INSIDIOUS METHODS.

When I questioned Mr. Russell about the economic penetration of America and Britain into China, he stated at once that it is equally menacing to the true interests of China as the Japanese military penetration, and he added that America is penetrating intellectually as well, by the control of large educational institutions: "a method better adapted to modern needs and more insidious, but equally fatal to real independence in the long run."

From the point of view of its effect upon our relations with America, the Anglo-Japanese Alliance is, of course, extremely bad. "I do not think we realise how hostile to us the Americans are," remarked Mr. Russell. "The Japanese Alliance and our treatment of Ireland have been the two outstanding causes of that hostility. The Americans are anxious to develop their trade in China, and are constantly up against the Japanese. Many Americans would like to 'have a go' at the Japanese, and it annoys them to find us in the way."

Fourthly, from the point of view of the international situation it would be an enormous boon if, as a result of the Washington Conference, the Anglo-Japanese Alliance could give place to an agreed policy in the Pacific and a consequent reduction in naval armaments—so long as the national development of China and Siberia were respected. Mr. Russell emphasised that unless an agreement be reached the danger of war is great. The Americans are building a big navy, are transferring it to the Pacific, and are establishing powerful Pacific wireless stations. All these are war measures. The Yap controversy is entirely a matter of military and naval strategy: [According to latest reports this dispute is now settled.—Ed.] The control of Yap would be of no importance unless America and Japan were contemplating war. Mr. Russell found the Japanese in a very hysterical and neurotic state, similar to that of the Germans before the war.

DANGER TO SOCIALISM.

At the same time, he strongly emphasised the point that an agreement between Japan, America and Britain might be very disadvantageous to China, Siberia and Russia. Siberia and Russia have already broken with capitalism, and, said Mr. Russell, "every intelligent man I met in China said, "We must develop our industries without introducing capitalism." But no country," he insisted, "will be permitted to develop industry on a non-capitalistic basis unless it slips through whilst the great Powers are disagreeing among themselves. Therefore, whether we like it or not, everything which tends to peace between the great Powers is harmful to the progress of Socialism in the undeveloped countries.

"*Even those of us who are* Socialists do not appreciate how tyrannical the Great Powers are," Mr. Russell continued. "In unexploited territories their policy is oppression, oppression, oppression all the time; it would be almost true to say that the independence of nations which are not Great Powers depends entirely upon disagreement between those which are. The danger is that if an agreement be reached at the Washington Conference it may be on a basis either of the division of the territorial spoils of China or of its common exploitation. It is true that the Chinese Government (which is, in fact, powerless outside Pekin) will be represented at the Washington Conference; but it was represented at the Paris Conference, and that did not prevent Chinese territory being taken away, nor has China's refusal to sign the treaty made any difference.

"I would strongly urge English Socialists to pay the keenest attention to the Far Eastern question, because it is the pivot upon which will turn the issues of war and peace and Socialism in the immediate future. Unless Labour can influence the situation, the alternatives are a joint policy of capitalist exploitation in the Far East—or a world-wide war." —A.F.B. in the *Labour Leader*.

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SHANGHAI'S MOTOR SHOW.

A Qualified Success.

One thing which must have struck visitors to the Motor Show, which has just ended (at Shanghai), was the undoubted excellence of the exhibits brought together in such profusion and the manner in which they were arranged, writes the *N. C. Daily News*. The way in which the Committee had provided for the comfort of the large numbers which visited the huge matshed in Yerdun Gardens undoubtedly merits a considerable amount of praise and when it is said that the development of the original scheme deserved very much greater support than the exhibition obtained, the highest commendation has been given to those energetic gentlemen who have worked so hard. But the exhibition so far as immediate results go has not been an overwhelming success. It failed in the first place to appeal to that large section of the populace of Shanghai from which it was hoped to secure orders for cars in proportion to their numbers—the Chinese. As far as the foreigners were concerned the exhibition was a positive triumph. There is, so far as can at present be seen, a number of reasons for the manifest failure of the exhibition to appeal to Chinese. The first seems to be the failure to obtain that co-operation with the leading Chinese bodies which would have placed behind the originators of the show a particularly influential support. Then there is the season of the year in which it was held, which in times of depression such as these is an exceedingly important factor, and lastly the site selected, so far from the usual haunts of the majority of the Chinese in Shanghai.

These drawbacks rank in importance as they have been placed in sequence. Where, as in the case of the motor trade, the greater part of the future business of the garages must be sought in Chinese circles, the assistance of such bodies as the Chinese General Chamber of Commerce is absolutely imperative, so also is the aid of the Chinese press, which needs to be sedulously cultivated when schemes such as this are on foot. And this could be more readily obtained through the assistance of an influential Chinese committee than by any other means which readily commends itself. Then as to the season of the year: November is too near the time of the annual business settlements, a time when Chinese are naturally keeping their money in a more liquid form than motor cars to meet the demands likely to be made upon them. The spring, after the annual reckoning has been effected, and Chinese know just about what money they are likely to have to spare for luxuries, seems a more appropriate time. And as for the site, any spot nearer the centre of the city would seem to have been more suitable.

These are not criticisms so much as a record of mistakes, perfectly understandable, which can only be discovered and mended as the result of initial experiment. For this is not the last trade exhibition which Shanghai will see. With a betterment of business, competition will be all the keener and trade exhibitions seem the best way of obtaining that degree of publicity which means so much to trade. We have only to look back on such annual affairs as the Foire de Lyons, the trade expositions in various centres on the Continent, the annual motor shows, in Paris and London, to realize that the good which has accrued from them in previous years justifies their continuance as a means of forstering trade, and that, if Shanghai is to maintain that supremacy in commerce which she has established for herself, the trade exhibition must be one of the devices adopted. But the problem presented in the case of this port is somewhat different from that encountered on the Continent. The means of communication between Shanghai and the huge country within whose boundaries it is, is by no means the least difficulty. But if firms here find benefit to be derived from small showrooms attached to their offices, visited only by people who have in their minds the desire to buy a particular object, and doing nothing in the way of creating a demand, how much more effective would be an annual trade exhibition which, by reason of its very existence, would draw crowds amongst whom demand might be created? It is for this reason that we regard the Motor Show as a most important experiment. If it had done nothing but indicate the pitfalls attendant upon such ventures in the future, it would probably be well worth the money spent on it.

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SHANGHAI HARBOUR SCHEMES

The Question of Finance.

The Shanghai Harbour Commission deserve congratulations on the admirable clarity and comprehensiveness of their report. It tells us what ought to be done for the approaches to Shanghai and for its harbour, the where fore and the cost. The latter, estimated at Tls. 10,750,000 for immediate requirements is certainly not more than would be anticipated generally. There is a lucid calculation as to how it may be met and an emphatic expression of opinion, which everyone must fully share, that the outlay will abundantly repay itself.

Special stress may be laid upon the recommendation that "no time should now be lost in creating a new Board constituted to perform larger duties or in giving to the existing Board (of the Whangpoo Conservancy) such powers." Even if there were no pressing need of enlarging the present harbour dimensions and improving access to them, the existing method of control over Huangpu and beyond is anomalous, crying for reform. We have the Customs exercising one kind of guardianship and the Whangpoo Conservancy another: there is a Board of some kind in Paoshan, another in Nantung and another, we think, in Pootung. There are all sorts of riparian rights more or less "on their own." And there is the Soochow creek as another but very important part of Shanghai harbourage schemes, where, again, nobody seems to have power to do anything, at least nothing is done, to redeem its scandalous state. What we want is one comprehensive Port of Shanghai Authority like that existing on the Thames.

This brings us to the question, how are the Commission's recommendations to be carried into effect. To some extent it might be argued that the various Governments represented on the Commission are implicitly pledged to its findings by their having consented to appoint members. But this assumption will not carry us very far. The Commission was appointed because the Whangpoo Conservancy Board, looking ahead to the certain needs of the future, desired the greatest independent advice and support in what it might be found best to propose. With the issue of the Commission's report one stage is very satisfactorily reached in the journey towards the desired end, but now it is the duty of the local chambers of commerce of the different nationalities to take up the question actively with their Home Government. The future must not be allowed to lament the inertia of to-day, as we so often have reason to bewail the shortsightedness of our predecessors.

OUTLINE OF THE PROPOSALS.

It is understood that Shanghai Harbour will remain as it is, that the approaches will be deepened, and that there will be no attempt to cut a channel to Hangchow Bay.

The preamble of the report points out the importance of Shanghai as the commercial gateway of Central China, with a population of over 40 million people in the delta of the Yangtze directly dependent upon it.

It states that in no other part of the world does a population of the volume and density of that of the watershed of the Yangtze depend for its commercial intercourse upon one main river and one distributing port. It records the increase in the gross trade of the Port of Shanghai which in 1920 reached a value of Hk. Tls. 840,000,000, not including transhipments declared for other ports and increased during the period 1900-1913 at the rate of Hk. Tls. 20,000,000 per annum.

In this connection the report states that "it is certainly very conservative to estimate that the increase in bulk of cargo and tonnage entered in 10 years will be at least 33 per cent. Thereafter the increase is likely to be still greater. It has been possible hitherto to accommodate the trade offering itself, but the growth during recent time in the size and draft of ocean steamer brought about by the need for cheaper transport now makes it incumbent on Shanghai to provide in progressive measure for larger vessels as well as for expanding trade. Therefore it is necessary for the facilities of the port to keep pace with the requirements of modern transportation.

A NEW BOARD WANTED.

The fourth article of the preamble voices the need of collective effort in the development of the port. Up to now the accommodation has been provided by individual enterprise on the part of the merchants.

Mention is made of the work of the Whangpoo Conservancy Board in effecting great improvements within the limitation of their powers but it is also pointed out that no time should now be lost in creating a new Board constituted to perform larger duties or in giving to the existing Board such powers. Among the improvements which are essential are those of making the navigable channels to conform to the requirements of modern vessels, of providing for additional and deeper wharf frontage, more godowns for the storing of goods, more effective means for the handling and transhipment of cargo, and the extension of the harbour limits to permit of adequate control. Various alternative schemes, all of which were considered by the Harbour Commission, are also mentioned so that it is believed that no serious proposal has been overlooked.

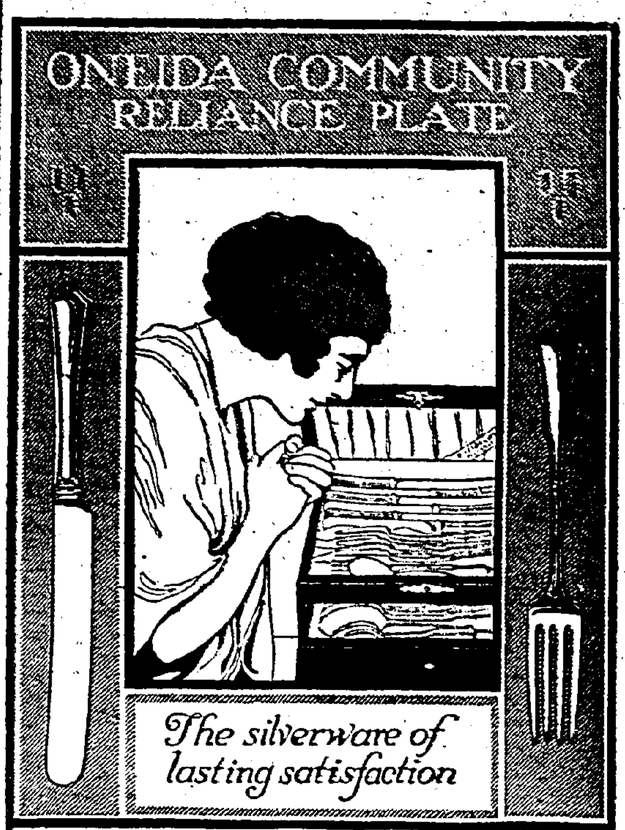
It is stated that the investigations made show that it is possible to overcome all the deficiencies under which Shanghai now labours at a cost not incommensurate with the benefits to be obtained.

PRESENT TRADE CENTRE TO REMAIN.

It is pointed out that it is essential that the new wharfage should be situated as near as possible to the present trade centre and that it is desirable to concentrate this development as far as available sites permit.

Finally it is pointed out that the recommendations are made to cover "(a) the outlines of a general scheme for continuous future development, and (b) the improvements which can be effected without extraordinary outlay to meet immediate needs. In this connection, it is remarked that all recommendations made are firmly believed to be commercially sound. The cost of the improvements will have to be borne by the trade. An increase in taxation will, however, be amply repaid by the increased value of the facilities and economies effected in transportation."

NOTICE.



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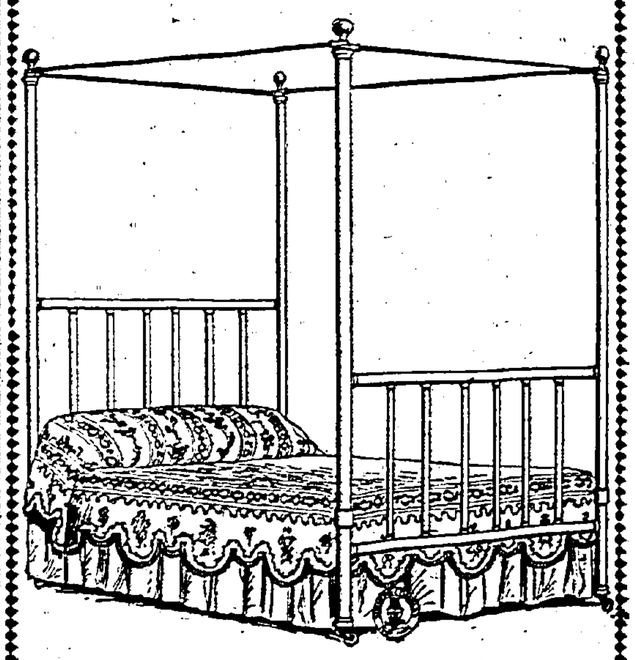

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The favourite passenger steamer
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NOTICE.

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Hongkong, 21st. December, 1921.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday the 28th Dec., 1921
commencing at 11 a.m.
at No. 6 Des Voeux Road. Central. (First Floor)

A Quantity of Office Furniture and Fittings

Also

1 Chubb's Safe
Height 4 5
Width 3 4
Depth 2 3
1 Remington Typewriter 18"
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5 Electric Fans
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And

1 Lot Electric Fittings
On view on day of sale
Catalogue will be issued
Terms: Cash on delivery.

LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday the 30th Dec., 1921
commencing at 2.30 p.m.
at No 1 Prat Buildings, Prat Avenue, Kowloon

A Quantity of Valuable Household Furniture
Comprising:—

Leather covered couch and armchairs, teak bookcase, dining chairs, dinner service, glass-ware, etc., etc.

Brass bedsteads, Teak wardrobes with bevelled mirror, dressing tables, Chests-of-drawers, Marble top, Lace curtains etc.

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Catalogues will be issued.
On view from Thursday the 29th. December.

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REPULSE BAY HOTEL.

New Year's Eve, Saturday, 31st. December, 1921.

The JAZZ BAND of the "SILVER STATE" will render special Jazz Music for the FANCY DRESS BALL on NEW YEAR'S EVE.

NEW GRILL ROOM.

A DINNER DANSANT will be held at the HONGKONG HOTEL NEW GRILL ROOM on NEW YEAR'S EVE, Saturday, 31st. December, 1921.

REPULSE BAY HOTEL.

A SPECIAL TIFFIN will be served on NEW YEAR'S DAY, Sunday, 1st. January, 1922.

The Hotel Orchestra will be in attendance, and bookings may be made either at the REPULSE BAY HOTEL, or the HONGKONG HOTEL MAIN OFFICE.

PEAK HOTEL.

NOTICE IS HEREBY GIVEN that consequent upon the impending change of ownership of the above Hotel all persons having any accounts outstanding against the above Hotel are hereby requested to send particulars of such accounts to the undersigned on or before the 10th day of January, 1922, so that the same may be duly paid and satisfied.

Dated this 15th day of Dec., 1921.

DEACON, LOOKER, DEACON & HARSTON.
1, Des Voeux Road, Central,
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Solicitors for the Proprietor of the Peak Hotel.

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPOPON COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPOPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebattik is 24 feet at low water Spring Tides. Charts of Cowie Bay (Sebattik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.
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NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE & STRAITS.

The Company's Steamship
"SADO MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon Today.

Goods not cleared by the 2nd Jan., 1922, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents.
Hongkong, 26th Dec., 1921.

CRICKET.

The Army v. Hongkong.

Following some pronounced fluctuations during the afternoon stage, the opening day's play yesterday between the Army and Hongkong in the series of two-day fixtures on the Club ground wound up with the teams almost level.

The Army had first knock, and Major Edwards and Capt. Oliver gave them a good start by sending up 69. Later Staff. Sgt. Redpath and Bomb. Baker rendered useful assistance, the former enjoying a let-off when he skied the ball after scoring five. Capt. Oliver's well-played 40 proved to be the hightest score of the innings, which concluded at exactly 200 shortly after tiffin time in the presence of a goodly gathering.

De Rome and Sayer, who were the last of the five bowlers to be tried, captured four wickets apiece for 28 and 45 runs respectively.

The Club made a poor start, losing Pearce at 9. It was a close thing, the batsman evidently supposing the catch to have been made from a ground ball until the umpire indicated otherwise. With Sayer and Wood also doing little, three wickets were down for 30. At this critical point Mitchell and Hancock became associated, and the pair were not separated until they had advanced the total to 165, when Mitchell was beaten by a fine ball from Captain Davies. With Hancock still playing confidently, the Club seemed in for a substantial lead, but nobody else reached double figures. Hancock looked like carrying his bat in readiness for another knock and a probable century this morning, but when 86 he touched a rising one from the fast bowler and was promptly snapped in the slips after having given a splendid display of vigorous cricket. The end soon followed, the Club having a lead of 13.

Capt. Davies, with 6 wickets for 62, was easily the most successful of the Service bowlers. He maintained a fine length, and every now and then sent down an extra fast one. The delivery with which he dismissed Farthing knocked the stump something like a dozen feet.

Overnight scores:

THE ARMY—1ST. INNINGS.

Maj. Edwards, c and b de Rome	29
Capt. Oliver b de Rome	40
Lt.-Col. Wyndham b de Rome	3
Staff-Sgt. Redpath st. Davies b Sayer	37
Capt. P. Havelock-Davies b Sayer	2
Pte. Brown b de Rome	3
Lt. McDonald b Reed	25
Capt. Spinks lbw. b Sayer	0
Bomb. Baker b Sayer	34
Lt. Graham b Reed	14
Sgt. Holdman not out	0
Extras	13
Total	200

Bowling Analysis.

	O.	M.	S.	W.
Farthing	8	1	46	—
Reed	19	2	52	2
Young	5	—	16	—
de Rome	7	1	28	4
Sayer	14	1	45	4

HONGKONG—1ST INNINGS.

T. E. Searee c. Davies b. McDonald	1
G. R. Payer b. Davies	11
E. J. R. Mitchell b Davies	69
A. E. Wood b McDonald	9
H. R. B. Hancock c, Graham b. Davies	86
F. J. de Rome c Edwards b McDonald	1
Brig.-Gen. McNaghten b Edwards	4
F. H. Farthing b. Davies	0
E. B. Reed lbw, b Edwards.	3
L. J. Davies not out	8
R. A. Young b Davies	1
Extras	20
	213

Bowling Analysis.

	O.	M.	R.	W.
McDonald	13	1	46	2
Capt. Davies	22	4	62	6
Edwards	10	2	25	2
Brown	2	—	9	—
Spinks	3	—	16	—
Baker	4	—	19	—
Graham	3	—	16	—

H.K.C.C. v. The Wilts.

On Saturday the Club ground witnessed the Wiltshires' farewell match, the military logging after a fairly good game. Taking first knock the Wilts put together 115, a larger total than appeared likely at one time, seeing that after reaching 71 for the loss for four wickets, the board showed 72 for 8. The last wicket, however, added 32. Lt. Beavan was top scorer, and Sgt. Holdman rendered useful service in carrying out his bat for 29. Farthing and Lammert did some effective work with the ball.

The Club made a good start with Pearce and Mitchell, but the remainder, with the exception of Hancock, who carried his bat for 28, did not do much. The total reached 153 leaving the Club victors by 38. Pearce again exceeded the half-century.

The close of the club's innings was somewhat remarkable, as Brown, after missing the hat-trick, captured a wicket with the following ball, the last three wickets falling at the same total. The bowler just mentioned, who was not tried until late in the game, came out with the fine analysis of five wickets for 17.

WILTSHIRES.

Lt.-Col. Wyndham, b, Young	6
Lt. Beavan, c McNaghten, b Farthing	39
Pte. Brown, b Farthing	5
Lt. McDonald, b Farthing	10
Maj. Wallis, b Farthing	2
Maj. Culver, b Farthing	3
L.-Cpl. Purton b Lammert	0
Capt. Bleckly, b Lammert	0
Sgt. Holdman, not out	29
Lt. Doddington, c Raworth, b Lammert	4
Pte. Watts, b Farthing	9
Extras	8
Total	115

Bowling analysis:—

	O	M.	R.	W
Farthing	18.4	5	56	6
Young	7	2	25	1
Lammert	11	4	26	3

HONGKONG.

T. E. Pearce, c McDonald, b Brown	51
E. J. R. Mitchell b Purton	29
A. B. Raworth, b McDonald.	3
Capt. P. H. Davies, b Purton.	11
B. Crawford Morgan, b Purton	1
Brig. General McNaghten l b.w., b McDonald	1
F. H. Farthing, b Brown	13
R. H. Hancock, not out	28
E. G. Lammert, l.b.w., b Brown	2
R. A. Young, c Holden, b Brown	0
L. J. Davies, c McDonald, b Brown	0
Extras	15
Total	153

Bowling Analysis:—

	O.	M.	R.	W
McDonald	13	—	57	2
Wallis	3	—	13	—
Burton	8	1	35	5
Brown	5	2	17	3
Watts	3	—	13	—

R. A. M. C. v. K. C. C.

Playing in the Second League on their own ground on Saturday the K. C. C. beat R. A. M. C. by 28 runs. The scores were:—

R. A. M. C.

Sgt. Hollands, c Hodges, b Brawn	35
Capt. Rhodes, c and b Spinks	20
Capt. Enwright, l.b.w. b Brawn	0
Capt. Tomory, b Jones	18
Major Tomlinson, c Hodges, b Spinks	0
Copl. Savage, l.b.w., b Brawn.	13
Copl. Store, b Jones	4
S. M. Thompson, b Jones	6
Pte. Hest, not out	6
Sgt. Rogers, b Brawn	5
Wilkinson, b Jones	5
Extras	
Total	106

Bowling

	O.	M.	R.	W.
S. T. Jones	6	—	48	4
Spinks	8	1	32	2
Brawn	8		26	4

K.C.C.

L. J. Blackburn, b Hollands	2
F. G. Thompson, b Tomlinson, c Hollands	39
F. E. Lawrence, b Rhodes	4
S. T. Jones, c Spoon, b Rhodes	17
L. E. S. Hodges, c Rodgers, b Hollands	15
R. E. Lindsell, run out	1
E. J. Edwards, b Hollands	7
E. W. Alderson, c Thompson, b Hollands	0
E. F. Spinks, run out	14
A. O. Brawn, b Rodgers	16
A. Leach, not out	0
Extras	17
Total	134

Bowling.

	O.	M.	R.	W.
Hollands	17	4	48	3
Rhodes	13	1	44	3
Savage	4		25	—

Mr. Severn's Eleven v Navy.

Mr. Severn's team beat the Navy by a big margin on the Civil Service ground on Saturday. Mr. Severn's side declared after the seventh wicket had fallen, beating the visitors by 205 for 7 wickets to 115. Redmond and Sayer wielded the willow with some effect, the former knocking up 56 and Sayer, 53. The Navy bowlers were knocked about by Fincher, who put up 47, not out. The Navy were hopelessly outclassed, Purcell putting up the biggest score, 32.

NAVY.

Lt. Comdr. Gilchrist, b Reed	1
Lt.-Comdr. Douglas-Hamilton, run out	9
Midshipman Sparks, c Redmond, b Ling	11
Rev. Purcell, b Hamilton	32
Lt. Skinner, c Strange, b Hamilton	10
Pay-Lt. Pearce, c Hamilton, b Edmonds	0
Surgeon-Lt.-Comdr. Barlow, b Ling	1
Lt. Forbes, b Reed	12
Lt. Comdr. Drew, c Ponsonby-Fane, b Edmonds	17
Mr. Kennett, c Woods, b Hamilton	7
Surgeon-Comdr. Lindop, c de Rome, b Reed	7
Commodore Bowden-Smith, not out	0
Extras	8
Total	115

MR. SEVERN'S TEAM.

G. R. Sayer, b Kennett	53
F. J. de Rome, c Lindop, b Forbes	5
A. E. Wood, b Drew	19
F. A. Redmond, c Sparks, b Skinner	56
E. Fincher, not out	4
F. J Ling, c Lindop, b Skinner	1
E. W. Hamilton, c Lindop, b Skinner	0
H. E. Strange, c Kennett, b Skinner	7
C. A. B. Ponsonby-Fane and W. H. Edmonds, E. B. Reed and Hon Claud Severn did not bat.	
Extras	15
Total for 7 wickets	203

BOWLING ANALYSIS.

NAVY.

	O.	M.	W.	R.
Reed	13.2	5	3	17
Ling	7	1	2	21
Hamilton	10	2	3	27
Severn	4	0	0	15
Sayer	3	0	0	16
Edmonds	3	0	2	11

MR. SEVERN'S XI.

	O.	M.	W.	R
Forbes	7	1	1	24
Kennett	13	2	1	84
Drew	7	0	1	42
Sparks	4	0	0	21
Skinner	3.3	0	4	17

Craigengower v. H.K.C.C. 2nd XI.

A two day's match (Saturday and Monday) took place on the Craigengower ground, the visitors being the H.K.C.C. 2nd Eleven. The first day the Craigengower eleven put up the best showing, the first innings giving them a lead of 154 runs.

The match ended in a draw. In the second innings Craigengower hit up another 116 runs, Abbas contributing 40 and Paice 35, and Hongkong made 157 for nine wickets. Benson put up the highest score for the Hongkong eleven, hitting up 65, not out.

H.K.C.C. 2nd XI.

H.H. Benson, c Omar, b Abbas	9
N.Y. Hammond, b. Paice	0
F. Sutton, b Omar	28
G.W. Sewell, c Fattydad, b Abbas	10
L.D. McNicoll, b Omar	4
W.J. Hope, c and b Omar	19
A.S. Exell, b Omar	0
W. Fraser, r o	5
A.J. Palmer, c Wilson, b Y. Abbas	13
J.R. Way, b Omar	0
A.T. Stubbs, not out	0
Extras	12
Total	100

CRAIGENGOWER.

S Jex, b Hope	43
P. Wilson, b Hammond	9
R. W. Bradbury, b Hope	20
M. H. Abbas, b Hope	15
D. Marsh, c Banson, b Hope	13
A. A. Fattydal, c Stubbs, b Excell	2
A. A. Paice, b Hope	4
Anderson, c Benson, b McNicoll	7
Y. Abbas, c Hammond, b McNicoll	9
D. K. Kharas, Not Out	4
V. M. Omar, c Excell, b McNicoll	4
Extras	24
Total	154

BOWLING ANALYSIS.

H.K.C.C. 2ND XI.

	O	M.	W.	R.
Abbas	11	2	2	39
Paice	5	0	1	30
Omar	71	3	5	7
Y. Abbas	0	0	1	12

CRAIGENGOWER.

	O.	M.	W.	R.
Hammond	8	0	1	62
Hope	21	5	5	40
Excell	6	0	1	20
McNicholl	22	0	3	8

HONGKONG 2ND INNINGS.

W. Fraser, hit wicket, b Omar	31
G. W. Sewell, b M. H. Abbas	12
H. H. Benson, not out	65
F. Sutton, b Y. Abbas	2
H. L. Hammond, c Paice, b Y. Abbas	8
L. D. McNicoll, st. Jex, b Bradbury	17
A. J. Palmer, b Omar	7
J. R. Way, b Omar	0
A. T. Stubbs, b Bradbury	4
Extras	11
Total	157

Hope and Excell did not bat.

Bowling Analysis:—

	O.	M.	R.	W.
M. H. Abbas	15	1	43	1
A. Paice	5	0	26	0
V. Omar	13	4	26	3
Y. Abbas	8	0	29	2
D. Marsh	3	0	10	0
B. W. Bradbury	5.3	1	13	2

CRAIGENGOWER 2ND INNINGS.

B. W. Bradbury, b Hammond	4
S. Jex, b Hammond	0
V. Omar, b Hammond	0
Y. Abbas, c Benson, b Way	3
P. Wilson, b Hammond	4
M. H. Abbas, c Sewell, b Sutton	40
A. Paice, st. Sutton	35
A. Fattydal, c Fraser, b Sutton	12
D Marsh, st. Sutton	6
Rock, not out	6
D. K. Kharas, lbw. b Fraser	0
Extras	6
Total	116

Bowling Analysis.

	O.	M.	R.	W.
H. L. Hammond	10	1	44	4
J. R Way	6	1	24	1
F. Sutton	5	0	42	3

K.C.C. v. Navy.

A special holiday fixture took place at the K.C.C. yesterday when the Navy were the visitors. The K.C.C. proved easy winners by an innings and 95 runs. Stalker performed the "hat trick."

Scores:—

K. C. C.

J. P. Robinson, b Beatty	7
C. I Stapleton, c Crole Rees, b Drew	75
F. E. Lawreuce, b Beatty	0
F. G Thompson, c and b Beatty	6
E. L. Braga, c Coombe, b Beatty	67
L. J. Blackburn, c Coombe, b Beatty	29
S. T. Jones, c Crole Rees, b Beatty	8
C. Russell, st. Drew, b Haytor	1
E. F. Spinks, b Haytor	10
J. Stalker, not out	2
H. Overy, c Sub, b Haytor	5
Extras	32
Total	242

Bowling.

	O.	M.	R.	W.
Lieut Beatty	2	0	57	6
Mid Haytor	8.1	0	24	3
Rev. Crole Rees	9	0	47	0
Surg Lt. Morrison	4	0	22	0
Lieut Stevens	2	0	15	1
Lt. Coombe	2	0	27	0
Lt. Com. Greiz	2	0	20	0

NAVY.

Lieut. Comd. Jotham, b Russell	1
Lieut. Stevens, b Russell	19
Lieut. Stewart, c Robinson, b Russell	18
Rev. Crole Rees, b Russell	0
Mid Sparks, c and b Stalker	6
Mid Haytor, c and b Russell	0
Lieut. Comd. Drew, b Stalker	0
Lieut. Coome, c Robinson, b Stalker	0
Lieut. Beatty, not out	
Surg. Lieut. Morrison, c and b Stalker	1
Extras	4
Total	52

Bowling.

	O.	M.	R.	W.
J. Stalker	21	1	23	4
C. Russell	12	5	25	6

NAVY 2ND INNINGS.

Lieut.-Comdr. Jotham, c Stapleton, b Jones	6
Lieut. Stewart, b Overy	12
Rev. Crole Rees, b Jones	3
Lieut.-Comdr. Grey, b Overy	6
Mid. Sparks, b Spinks	22
Mid. Haytor, b Spinks	11
Lieut.-Comdr. Drew, b Spinks	14
Lieut. Coome, not out	9
Lieut. Beatty, c Spinks, b Lawrance	0
Surg.-Lieut. Morrison, run out	7
Lieut. Stevens, Absent	0
Extras	5
Total	95

Bowling.

	O.	M.	S.	W.
Overy	6	0	30	2
Jones	7	0	18	2
Spinks	5	0	14	3
Lawrence	4	0	28	1

MIND READING BY MACHINERY.

Tests for Character and Truthfulness.

Mind-reading is rapidly becoming a scientific possibility (says *Everyday Science*) instead of a clever entertainer's trick. Professor Waller has demonstrated that all strong emotions, such as grief and joy, pain and pleasure, fear and relief, can be recorded by a galvanometer attached to the wrist or forearm. Now a Frenchman, Dr. Maingot, of Paris, claims that man's character is revealed by the way he breathes, which, in turn, can be revealed to others by means of the X-rays. The subject is placed in front of a radioscopic screen which permits the movements of his diaphragm to be seen as he breathes, and since such movements are largely involuntary, the trained observer, Dr. Maingot claims, can read the salient features of the subject's character without fear of deception.

For instance, the subject is told to breathe deeply. If the diaphragm obeys immediately the man is docile or well-disciplined, and if the deep respirations continue for a long time at the same intensity he is persevering. If the response to the order does not follow immediately it indicates that the man is either reflective and weighs the consequences of an act before performing it or is slow witted. But much more than that can be seen in the radioscope. Slight movements of the diaphragm have their significance. Tenacity of purpose, or its lack, Dr. Maingot says, is shown by the extent to which the diaphragm contracts at the end of the expiration; mental alertness and quickness of thought nearly always belong to the man who starts breathing out immediately after he has finished breathing in.

In America, men are testing an apparatus which it is claimed will make successful lying impossible. The suspect under examination is tested by three separate instruments. A stethoscope listens to the beating of his heart; an electrical recorder, somewhat similar to Professor Waller's, attached to his wrist, shows whether any of the questions disturb him or make him afraid; and, finally, a time recording instrument reveals exactly how long a pause passes between the end of each question and the beginning of each answer. Only stout nerves could carry a liar through undetected.

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IXION	21st Feb.	

NEW YORK SERVICE

(via Suez or Panama)

YANGTSZE	28th December	via Suez
OANFA	10th January.	via Suez

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PYRRHUS	7th Mar.	for Singapore & London
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M. S. "INDIEN"	21st December	
M. S. "PERU"	30th "	6th February.
S. S. "ARABIEN"	4th January	15th "
M. S. "KINA"	23rd "	2nd March.
M. S. "AFRIKA"	1st February	10th "

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Hongkong, 13th December, 1921.

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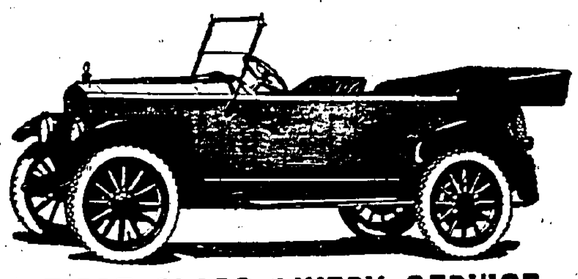

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CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE LIMITED.

From UNITED KINGDOM, PORT SAID, COLOMBO & STRAITS.

The M. V. "GLENAVY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 8th Dec., at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard & Douglas, on 28th Dec., at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

The M.V. "GLENAVY" also brings forward cargo loaded per M. V. "GLENOGLE" at Middlesborough, Hamburg and Antwerp which was subsequently relanded at Antwerp owing to a collision with s.s. "Edam." A General Average having been declared on the "GLENOGLE," Consignees are requried to sign an Average Agreement and pay a deposit of two per cent of the value of the goods before Bills of Lading will be countersigned.

Valuation forms can be obtained from the undersigned.

JARDINE, MATHESON & CO., LTD.,
Agents.

Hongkong, 19th Dec., 1921.

NOTICE TO CONSIGNEES.

"GLEN" LINE LIMITED.

From UNITED KINGDOM, GENOA, PORT SAID, COLOMBO & STRAITS.

The M.V. "GLENLUCE"

having arrived from the above ports, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 3rd. January 1922. at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 3rd, January 1922. at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.
Agents.

Hongkong, 26th Dec., 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From YOKOHAMA, via KOBE, DAIREN & SHANGHAI.

The Company's Steamship "ATLAS MARU."

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 28th Dec., 1921 will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA,
Y. YASUDA.
Manager.

Hongkong, 22nd December, 1921.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From ANTWERP, MIDDLESBRO', LONDON & STRAITS.

The Steamship "BENGLOE"

Consigness of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 6th Jan., 1922, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.,
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Hongkong, 23rd Dec., 1921.

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CHINA COAST SHIPPING.

False Economy.

The last few months have been singularly free from serious shipping casualties on the China Coast, if we except the stranding of the three vessels (all of which were refloated) at the mouth of the Yangtze in the month of August and the recent wreck of a small Japanese vessel on the Paracels, and it is to be hoped that during the approaching winter the list of shipping accidents will continue to record cases of only a minor character.

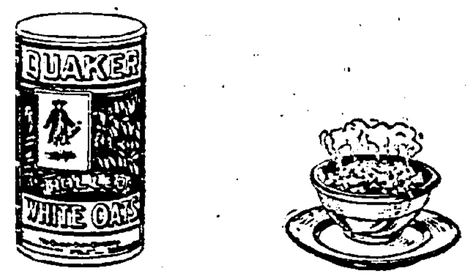
There are many fine vessels running in local waters, especially the majority of those operated by the three premier China Coast companies, but it is equally certain that there are many other ships which, while performing work in a more or less satisfactory manner and with a reasonable degree of efficiency, will probably be totally unfitted for service within the next few years. Very many of the numerous vessels now serving ports to the north of Singapore have rendererd yeoman service to some of the important European and other shipping companies, but are fast arriving at a stage when their usefulness and efficiency will be terminated. A vessel, like a human being, cannot continue in an active existence indefinitely for the principle of the survival of the fittest applies to ships probably more than to anything else. Ships, like human beings, as they grow older, are less able to stand the strenuous life and the strain of competing with newer and faster and more efficient productions, and with every vessel there comes a time when it is automatically retired (i.e., scrapped) or relegated to a sphere of employment where speed and efficiency are of less account than was formerly the case.

The most important matter in the prolongation of a ship's life of usefulness is the manner in which she has been and is managed, and while making all due allowances for the facilities which exist practically everywhere for rejuvenating a vessel, the span of that vessel's life is regulated chiefly by the manner in which she is handled by her navigating officers, and in which her machinery is tended and conserved by those below.

In China Coast waters there are many of the smaller class of steamship which would have provided material for the shipbreaker years ago but for the fact that since their first commission they have been navigated, and their engines cared for, by men of experience and reliability, and this experience and reliability has never, in the life of these vessels, been more necessary than at present, when the ships, though undoubtedly seaworthy, need all the care and attention which only experience can bestow.

Which brings us to the point we wish to emphasize, and which we have emphasized before. We refer to the growing disposition of many of the smaller shipping companies in these parts—not all of them Chinese companies, to dispense with the services of foreign certificated deck and engineer officers so as to leave their ships staffed by the absolute minimum of foreign *personnel* and replacing the foreigners by uncertificated (mostly) Chinese. Times are bad, it is admitted, and it is only to be expected that every reasonable economy should be exercised, but it is more than doubtful if the reducing of the foreign officers on ocean and river vessels (most of them of the older types, be it noted) to two deck and two engineer officers will prove ultimately to be a really economical procedure. As we have stated before, the list of vessels which have become casualties in these waters in recent years, which vessels carried no second mate, is in itself a sufficiently damning indictment of the indiscriminate replacement of certificated second officers by persons holding no recognized certificate, and not having had nearly sufficient experience to fit them for the positions to which they are appointed.

It must not be assumed by these remarks that we are assailing all of the Chinese *personnel* employed in responsible positions on local vessels, for many of them *are* efficient and experienced, and the Shanghai authorities especially are particularly keen not to grant clearance to a ship whose condition, equipment or *personnel* are considered to be not what they should be. But all vessels do not run to Shanghai, or come under the jurisdiction of the Shanghai authorities. Our remarks are directed chiefly at some companies operating out of Hongkong under the British flag, who are glad to have that flag as a means of protection, who manage to keep just within the letter, if not the spirit, of the British regulations, yet who, seemingly, have as little regard for the safety of their own ships as they have for other shipping on the coast generally.—*Shipping and Engineering.*



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All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

Birth.

LAMPLUGH.—On the 25th. inst. at the Peak Hospital to Mr. and Mrs. A. G. Lamplugh, a son.

RAPP.—On December 24th, to Mr. and Mrs. H. Rapp, a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, DECEMBER 27, 1921.

A LONELY FURROW.

Our readers might possibly think that we ought to give their digestive systems a rest after the strenuous round of holiday feasting in which they have possibly indulged themselves, and that to talk of submarines is a little as well as frivolous—and if they will forgive us we should like to say a word or two on the fact that Britain's suggestion for the total abolition of submarines was summarily dismissed by the representatives of the other nations at Washington. We cannot help thinking that such a total rejection of the idea was a little remarkable. Britain's naval experts, under the lead of Lord Lee, sought an agreement whereby the use of submarine ships for warfare would be totally prohibited and they possibly had in mind the cruel and destructive purposes to which submarines were put during the late war. That there was systematic inhumanity practised, that thousands of non-combatants lost their lives and that submarinism is entirely unwholesome even between warring nations was proved up to the hilt. Britain wanted the whole thing done away with, but the others nations have said "No."

And yet, according to Reuter, the spokesmen of other nations joined in condemning the abuse to which submarines have been put. Mr. Hughes expressed his detestation, M. Sarraut, Signor Schanzer and Mr. Hanihara all deplored the abusive use of the craft. If it is admitted that submarines are an abomination when used against ships other than warships," why risk further breaches of the humane code by sanctioning their existence for "defensive" purposes? How much better would it be to abolish under-water craft entirely, leaving all naval ships of offence and defence to operate above water? Every nation would be on an equal footing and the important nations of the world would have subscribed to the principle that submarine warfare is bad and liable to grave abuses—abuses which any nation might be driven to commit under circumstances of stress. We have talked of war and its horrors, of the necessity to avoid spending huge sums on armaments, of the desire to free wars from the fiendish subtleties of science, and yet the nations are content to permit the existence of submarines—one of the greatest agencies of death yet invented and a means of attack always open to be directed against innocent folk.

If we are ever to get nearer the day of permanent peace we must be prepared to scrap some of the means of war. It will be no use holding conferences and spending hours in discussions unless there is an open attempt to make wars less likely and less costly when they are inevitable. Poison gas, liquid fire, submarines—all have been condemned as being outside the range of open honest-to-goodness fighting. Fighting with modern weapons must in any case be an abomination, but why not try to remove the more hideous side of it. Rightly, or wrongly, Britain has made an attempt to have done with submarines once and for all, but that attempt has failed. Would it have failed if the spirit of the peoples of the earth had been earnestly interpreted? It would be interesting to know the diplomats answer to such a query. Our evening contemporary on Saturday headed the cablenews on this subject "Britain's Lonely Furrow,"—a heading which struck a peculiarly appropriate note.

NOTES & COMMENTS.

The Holidays.

Clear skies and crisp, sunny weather favoured the holidays, rendering the period distinctly favourable to outdoor recreation. On Saturday the Wilts. gave us a final sample of their cricketing prowess, but had to bow the knee to the Club, whose second string, however, were beaten fairly easily by Craigengower, what time, on the adjoining Civil Service ground, the Navy had to strike flag to the Hon. Mr. Claud Severn's XI. Simultaneously votaries of the big ball were being liberally catered for. Yesterday saw the start of a series of two-day matches between the Club, the Army, and the Navy, which lasts over the new year, the first teams being the Club versus the Army, and some play of more than ordinary interest is likely. In inspecting some scores, by the way, we observed a curious point in regard to the method of registering "extras" against the bowlers, who in certain cases are debited with the whole of these. While no-balls and wides are properly debited against the bowler, he cannot be held responsible for byes, which often form the majority of "Mr. Extra's" contribution. The case is complicated, too, by different clubs employing different methods. But let technicalities go just now. The main consideration is that lovers of outdoor recreation had enjoyable conditions for the holiday.

The Pacific Pact.

It would be an unfortunate coincidence indeed if the U. S. Senate, after being at cross-purposes with President Wilson over the Versailles Treaty, should now take up a hostile attitude to President Harding over the Pacific pact. We can hardly think that the American second chamber seriously contemplates such a course, even if one or two extremists, in this sense, like Senator Borah have declared unalterable antagonism. The Washington Conference was authorised by the Senate, which, in fact, passed a resolution on its own initiative. It is true that the resolution referred to disarmament, not to the Far East, but why should the Senate take exception to the Conference being more fruitful than was at first expected? Unless the Washington publicists have been misinforming us all along, the Senate was kept advised of the nature of the proposals. Surely the report must be an example of unintelligent anticipation.

Ricksha Coolies.

The ricksha coolies of Hankow have been on strike against the increased hiring rates charged by the owners. A result has been an addition to the Chinese labour unions that seem to be growing up apace, although this is said to be the first one to make its appearance in the Central China city. One version is that the movement has engaged a legal adviser, who has drafted a constitution for the union on Western lines, provision being made for bettering the living and working conditions of the ricksha coolies and for raising their status. As proof of the genuineness of the movement it is mentioned that the coolies contributed the three days' allowance granted them under the terms of settlement to a fund for financing the union. For the most part ricksha coolies are a hard-working class, and few would grudge them a better time. Still, it is not easy to understand what is meant by such phrases as "raising their status" and "improvement in working conditions." The coolies' earnings are not by way of wages, so that the improvement seems to presage a series of advances in fares. At Hankow the passenger rates appear to be on the moderate side, which allows a margin for increase. So far the movement is justified, but if the union is to be only another name for a fare-increasing society it cannot expect the public to regard it with much favour. If the purpose is to resist excessive hiring charges on the part of owners, there is perhaps more to be said for it, though the owners also have put forward a case in respect of reduced profits from one cause or another. There is mention of facilities for education and recreation, and if these are what is referred to by improvement in status the organisation merits approbation. An account in the *Central China Post*, however, pictures the union in different colours as being, in fact, run by a close corporation of union officials, who will act as contractors for the letting of the rickshas to the coolies and exercise general control. This makes the organisation look like one for the bettering of officials' pockets.

DAY BY DAY.

QUARRELS WOULD NOT LAST LONG IF THE FAULT WAS ONLY ON ONE SIDE.—*La Rochefoucauld.*

***

To "Englishman."—We cannot publish your letter as you have not complied with the rule that all correspondents must send their names and addresses, not necessarily for publication, but as evidence of good faith.

***

The following will represent the Navy in the Navy *versus* the Army match at Sookunpoo on Jan. 2nd:—E.R.A. Mitch Tamar, Tel. Burke, Cairo, and Stoker Vickers, Hawkins; P. O. Cook Grant, Tamar, Sig. Hodson, Tamar, and A. B. Ryder, Cairo; E.R.A. Savage, Ambrose, P.O. Duval, Titania, E.R.A. Stevenson, Cairo, Tel. Bates, Titania, and A.B. Evans, Alacrity.

CIVIL SERVICE CLUB.

Children's Entertainment

About one hundred and twenty children of members of the Hongkong Civil Service Club were entertained in the Club grounds yesterday afternoon. Games were indulged in and the kiddies were also amused by the funny antics of six gentlemen who made themselves up as clowns. After the visitors had done justice to a real Christmassy tea, each little guest was handed a present from the Christmas tree.

During the afternoon Mrs. Severn presented the cups won during the year for games.

For first eleven cricket, the batting prize went to Sayer and the bowling prize to Reed. The batting and bowling prizes for second eleven cricket went to Taylor and Sara respectively. The tennis championship cup was won by E.Fincher, and Dr. Valentine was awarded the runner-up prize. Lane and Duncan carried off the prizes for the tennis doubles handicap. The bowls championship cup went to C.E. Patheyjohns.

Mrs. Severn was presented with a bouquet by Miss Gwennie Sara, and was accorded a hearty vote of thanks for her kindness in being present and giving away the prizes.

THE CORONET.

The Holiday Programme.

Ordinarily, December 25 turns out to be distinctly an "off" day in the picture show business. There are so many counter attractions in the shape of family foregatherings and Christmas parties that the kinema is left usually to become the refuge of those unfortunates who find themselves at the festive season in the position of having to make the most of their own company. The circumstance that the Coronet Theatre was crowded at all sessions on Sunday would seem to be rather a striking tribute to the management's sound judgment in selecting a picture like "The Last of the Mohicans" for their Christmas Day feature. It was an attraction of such magnitude that in the face of it the old fashioned tradition of spending Christmas Day around the family hearth for once went, in some cases at any rate, by the board. Just as Fenimore Cooper's story of Uncas, the Mohican prince without a kingdom, is remembered from boyhood as a tale of tales, so Maurice Tourneur's film version of it stands out as a classic among photoplays.

A companion star to "The Last of the Mohicans" glowed out in the Coronet firmament yesterday. It was "The Leopard Woman" a magnificently staged picture wherein intrigue rubs shoulders with fearless courage and love and passion with hate and evil cunning. It is the sort of picture which, when you have seen it through, you would like to have screened for you all over again. Both films are from the studios of Associated Producers and are to be shown at the Coronet during the next few days in accordance with the special time-table advertised. Nazimova in "The Brat" will furnish the Coronet's New Year attraction.

DARING ESCAPE.

Prisoner Gains Freedom.

On Christmas night a daring escape was effected by a prisoner from the Central Police Station in a manner which indicated that he was being assisted by an accomplice. So surreptitious was the get-away that the alarm was not raised until the following morning when the discovery was made that the door of the room, in which the man had been confined, was ajar. An examination of the lock showed that it had been wrenched away with a chisel.

The escaped man was being held by the Police by virtue of a requisition warrant from Singapore where he is believed to have been concerned in a theft of $10,000 from a European firm. The prisoner's passage was being arranged and he was being detained in the cell, when he made the escape in the manner related above.

The room in which the prisoner was placed is situated in the East Wing of the new police Building on the northern boundary of the compound of the Central Police Station. It was formerly used as a police passport office but when that was abolished it was coverted into a detention cell to meet the requirements of the already congested Gaol proper. The window giving on the compound, and consequently practically on the principal exit from the Station, was latticed, but as the catch was left to be secured from the inside, it would have been a simple matter for the prisoner to open it and to receive forbidden articles from an accomplice standing outside. This was, in fact, the manner in which the escape was brought about. The police officers had taken the precaution of removing every likely instrument from him while in the cell, but he managed to secure a chisel from an accomplice and force the lock of the door of the cell. To escape through the compound, which was left unlighted, would be an easy matter.

The identity of the accomplice who assisted the prisoner to escape is an interesting matter for conjecture. The police, have, however, promptly arrested the prisoner's wife and are now holding her until further investigation.

The prisoner, who gave his name as David Tsoi, is easily distinguished by the extraordinary flatness of his nose. It was this description which assisted the local police to identify and arrest the man. The wharves and other possible avenues of escape from the Colony are being watched.

BIG OPIUM SEIZURE.

An Interesting Case.

An opium seizure which may lead to many interesting revelations was effected by officers of the Revenue Department yesterday morning aboard a certain Chinese steamer which arrived from Haiphong.

The steamer which is of a few hundred tons deadweight, was being anchored in the passage between Lamma and Cheungchau Islands at 2 a.m. when a private launch came alongside and before the smugglers had time to hide away the drug which they had taken out preparatory to being lowered into a waiting boat, the Revenue Officers boarded the steamer and took possession of ten cases of opium placed quite openly in the Chinese mess-room.

Information had reached the Department before the arrival of the steamer, reporting an attempt that was about to be made to smuggle ashore 10,000 taels of raw opium taken aboard at *Haiphong*. It was also made known to the Officers that a private launch was to meet the steamer outside the harbour, and take the opium ashore. A ruse was then prepared by the revenue men. They promptly seized the launch in question, put the master and coxswain and crew under arrest and went to meet the steamer in the commandeered vessel. The smugglers, whoever they were, were completely taken in by the trick and had the chagrin of seeing the opium which they had taken out from its hiding place for removal confiscated by the officers.

Further arrests are expected to develop from this seizure, by far the most interesting that has occurred for a long time.

INTERNATIONAL MATCH.

Scotland Wins Football Honours.

This match was played on the Club ground yesterday before a large attendance and ended in a win for the Scots by the odd goal in five. The teams were played into the field by the Pipes and Drums of the H.K.V.D.C. under Piper McEwen. The play opened in favour of England and Duval netted for them in the opening minutes of the game. The play was very fast and England monopolised the play.

After about 20 minutes play the Scots got into their stride and were pressing England. Begg got through and sent to Eve from close range, the goalie kicked out but Stevenson running up put the ball into the net and made the scores equal. A moment later Moore handled in the penalty area and Forsyth taking the kick gave the Scots the lead. Shortly before the interval Duval was brought down in the penalty area and Amor beat Rodger at the second attempt and made the score 2 all. This score was unchanged at halftime. The Pipes played during the interval and the spectators showed their appreciation by loudly applauding at the end of each selection.

The second half opened sensationally for England got away from the kick off and J. Rodger handled in the penalty area. The referee stopped the game for a foul but later dropped the ball down and play was resumed. Before the close Forsyth again netted for Scotland who won after a most exciting struggle.

TO-DAY'S MISCELLANY.

Something quite out of the ordinary run of war memorials is about to be put up in the Royal Exchange to the underwriters and other members of the Corporation of Lloyd's. It will appear at the top of the main stairway leading into the Subscription Rooms, and no one going to the barrier of that exclusive domain will fail to see it. The old stone facade of the main wall has been chipped away, leaving a rough surface, and to that, bedded with cement, an entablature will be built, classic in design, to harmonise with the architecture of the Exchange, and, suitable as a memorial of the great occasion.

* * *

Have you noticed the increasing tendency to ignore the once hard-and-fast rules governing our relative pronouns? asks a London scribe. At school we were always taught in this connection that "who" refers to persons, "which" to things, and "that" to either persons or things. The so-called "dumb" animals were, of course, included among the "things" But nowadays such exoressions in print as "The dog who..." or "The horse who..." are quite common, and the shorter relative is even sometimes applied to insects. It is interesting to notice that with this apparent effort to give greater "life" to the lower creatures we yet continue to use the obsolete "Our Father which art in heaven."

Between Ourselves

By Robt. MacWhirter.

The other night Joe, he was lamming off about our laws and the evils of amending them by reference (whatever just exactly that may mean) but I wonder what our Magistrates would do in a case like this. Ye see, to come to the point at once, somebody broke into our house sometime between last Saturday night and Sunday morning and Janet and the wee yin havena' been the same since and if I jalouse aright, it'll be a long time before they get back to normal again.

Man, our house was in a terrible state on Sunday morning. At first I was for ringing up the Police but I minded just in time of a case no' so long ago when a man got off because it was proved that he broke into a place of amusement. Apparently the law reads that way. Ye can put a ladder outside the Theatre Royal, climb up it and walk in by a window and no' a soul dare say a word to ye.

Of course wi' a dwelling house it's different. Should a coolie climb the front verandah and bone your best bags off the back of a chair, he's liable to get anything the next day according to state of the Magistrate's liver or the amount he lost at poker the night before. But get something he will, even if he's got to go to jail for it.

No' being versed in Halsbury though, or in reference by amendment and the like, I'm no' so sure in the case of the individual that broke into our house last week-end whether in the first place he could be charged wi' entering at all. Ye see a lot would depend on the Magistrate's idea of what exactly constitutes a place of amusement at this time o' year. There's been no doubt in Janet's mind, and the wee yin has been in a state o' hysterical bilarity since last Friday. But opinions differ. My idea of amusement doesna' run to standing on tables and chairs and fixing decorations and red paper lanterns and being wakened wi' hideous noises at six o'clock in the morning. Again, I don't just know how the law stands in the case of a man who after breaking into your house leaves a big doll wearing real drawers and a pink bow in her hair; a wooden engine wi' iron wheels; a brass trumpet; a white dressing table wi' brushes and combs; a ditto washstand wi' basin and ewer and chamber complete and enough drawing books, crayons, and sundry games to stock a wee sweetie shop. What can the Police do in a case of this kind? How does the law stand? Can a man break into your house and leave your bedroom a cross between a toy bazaar and a midden and hope to get away wi' it? It's an interesting point and there should be a test case in the matter. If this sort o' thing's allowed to go on there's no saying where it'll end. What's to hinder onybody from walking into the bank and depositing money to the credit of your account? Or suppose somebody wishes a motor-car onto you on the pretence that it's your birthday or some such excuse like that? Is there no way in law to prevent a thing like that happening? I think the Attorney General should make it his first job in the New Year to fix up a new Bill to prevent that sort of thing.

In the present instance I'd have liked to have made a test case myself but unfortunately the man that broke into our place got clean away without leaving as much as a clue excepting several large pieces of brown paper and some white paper shavings which the boy found in the spare bedroom the next morning. The wee yin says she heard a kind o' funny noise through the night and the screen in front of the fireplace had been shifted. If he came down the chimney he must have been awfu' thin for there wasna' a speck o' soot about. I had an idea that he must have come up the back stairs and through the bathroom but that theory had to be abandoned, it being afterwards discovered that it was another gentleman altogether who had been there.

About tiffin on the day following it became clear that we were na' the only sufferers. He seems to have been worse than an epidemic. MacPherson's place was broken into as well and later on in the day the wee yin reported that nearly every house in the vicinity had apparently been entered about the same time. I canna' think what our Police were thinking about at all. I have an idea that it must be a gang but the wee yin and Janet seem to think that it's the work of one man. But that should be easily proved. One man couldna' handle so many things and no' leave finger-prints. It's funny too that nobody seems to have seen him. One wee tot in our house yesterday said that he wore a white beard and a red nose but I expect that it was some kind o' disguise put on for the occasion. Up to late last night the only additional information to hand was that it is thought that the miscreant's name is San Tah-clas, but nobody seems to be worrying about him. No detectives have been round our way but then I heard that San Tah had even paid the Police Station a visit, which just shows ye the desperate kind o' character he is. Ay, this is a serious business. It should be seen into at once. We canna' have our houses broken into in this fashion. I think the Government should be notified. Perhaps Mr. Pollock will see to it and have a series of questions ready for the next meeting of the Council. He might even call a public meeting and discuss it under seven heads.

FOOTBALL.

Saturday's Matches.

BY "QUIZ."

Saturday's games resulted as under:—

H'kong Club	1	H'kong Police.	1
H.M.S.Titanial		H.M.S Ambrose	1
R.G.A. ...	1	H.M.S.Cairo...	0
Wilts. Res....	4	R.G.A. Res. ...	0
University...	2	United A.C....	1
S. C. "A"...	3	S. C. "B." ...	1

CLUB v. POLICE.

A large crowd witnessed this game on the Navy "A" ground. Grimmett and Alexander made their first appearance for the Police this season. J. Rodger played inside left for the Club in place of Kuhr while McCubbin partnered Gerrard at back.

Forsyth started for the Club who were early attacking but the Police cleared well. Play favoured the Club in the opening half and England netted from a pass by Forsyth but the whistle had previously sounded for offside. Grimmett was doing good work on the Policeright and had several tussles with McCubbin. Half-time arrived with the score sheet blank.

Resuming after the interval, play opened in favour of the Club and during a scramble following a corner kick, Forbes was deemed guilty of pushing in the penalty area and the referee gave the Club a penalty kick. Forsyth took the kick and although Swan handled the ball he could not turn it outside the post and the Club took the lead in the opening minutes of the second half. This reverse put new life into the Police attack, but Pearson had to leave the field after five minutes' play in this half and the Police played the remaining 30 minutes with only 10 men.

The closing play went in favour of the Police and after Rodger had stopped several shots, Watson sent in a high shot which beat Rodger all the way, the ball just going the right side of the post and making the score one all.

The Club put on pressure for the winning goal, but the Police defence kept them out and the final whistle sounded with the game a draw one all.

Grimmett played well for the Police and Alexander, although not so good, played a useful game on the left wing.

It is a pity that these two wingers are not more often available to assist the Police attack.

The Police inside men played good combination although no one was more surprised than Watson himself when he found that Rodger had been beaten. The middle line played well, but Forbes is still guilty of hanging on the ball too long.

The Club defence saved the game for Clark and McWalters cleared well while Swan did good work in goal. When England netted, Swan was beaten to the world and the Police were very lucky to draw.

For the Club, Forsyth played well as the pivot but being over anxious lost his Club a win by getting in front of the ball after passing to England. He placed well from overhead kicks on two occasions the ball going straight to Swan. J. Rodger played a useful game in the forward line but resorted to big kicking at times as if he was clearing at back. The rest of the forwards played well.

The Club's middle line all did well in the earlier part of the game but let the Police forwards take charge in the closing quarter. McCubbin and Gerrard cleared well, McCubbin finding it hard work to keep Grimmett in check. G. Rodger had little to do in goal until late in the game. The shot that beat him should have been saved but it appeared to be going over the bar which the strong breeze resisted and the ball just cleared the crossbar and dropped into the net.

TITANIA v. AMBROSE.

Played on the Navy "B" ground before a large number of blue jackets the game ending in a draw of one all.

Titania kicked off and were the first to attack Rowlands' clearing. Play settled in midfield and the exchanges were even. Gale got away on the left and sent over a long shot which Coysh misjudged and the ball landed in the net. The Ambrose got away from the centre kick and kept the Titania on the defensive, and during a scramble in front of the Titania's goal, Goodlet tripped Savage and the Ambrose were awarded a penalty kick. Duval making no mistake beat Phillips and made the scores equal. Half time one all.

Play was very fast in the second half, each team struggling for the lead but the defence on both sides was good. Towards the close Ambrose had most of the play and although forcing three corners in succession could not add to their score. Phillips on one occasion, punching the ball off Duval's head and bringing off a good clearance. Time arrived with the half time score unaltered and a fast and clean game ended in a draw.

Savage was assisting the Ambrose after a month's absence, his play not being up to its usual standard. He, however, put in some good runs. Duval and Batterham also played well in the Ambrose attack.

Rowlands and Howard cleared well and Coysh in goal saved some well directed shots.

For the Titania Wilkins played a hard game being ably assisted by Collings and Brooks. In the forward line Gale and Goodlet were the pick.

SOUTH CHINA "A" v. "B."

Played on the Navy "B" ground before thousands of Chinese and ended in a win for the "A"s. The first twenty minutes of the game was evenly contested and the "A"s were lucky to open their account.

Ko Sik Wai sent in a long shot and the goalie cleared, but one of the defenders, running back to assist, met the ball which rebounded into the net and put the "A" team one up. The "A"s scored again in the next minute and the teams crossed over with the "A" team being two goals up. The "A"s added to their lead after 5 minutes' play in the second half and "B" netting once before the close, the game ended in a win for the "A" team by three goals to one.

UNIVERSITY v. UNITED.

On the United ground this game ended in a win for the University by the odd goal in three. Owing to the referee not turning up, this match was late in starting. Mr. Omar stepping into the gap. The game was evenly contested and in the first half Lim was tripped close in and the referee gave a penalty against the protests of the United who claimed that the offence was committed outside the area. Samy took the kick and scored.

Resuming with 10 men after the interval, the United had much the better of the game and May scored for them. The United were playing the one back game and Samy receiving on the half way line ran through and scored. The United should have shared the points for they had much the better of the play.

R.G.A. v. CAIRO.

At Sookunpoo these teams played a very fast game ending in a win for the soldiers by one goal to nil.

Phillips was in goal for the R.G.A. and played a very good game. The first half was evenly contested, with the soldiers having the better of the game but the sailors' defence kept them out and ends were changed with no score. Resuming, the sailor attacked and Uppington had hard luck with a fast drive just missing the upright. The R.G.A. returned to the attack and forced a corner from which McHugh scored with a first timer giving Eve no chance. Play continued in favour of the R.G.A. but the sailors' defence held out and a game resulted as above.

WILTS. RESERVES v. R.G.A. RESERVES.

These teams played at Sookunpoo and the Wilts. won easily by four goals to nil. Half time the Wilts. were leading by one goal to nil. The R.G.A. went right off their game and the Wilts put on 3 more goals without the R.G.A. replying. Webb (2) Watts and Coe scored the goals.

PINKETTES CURE HEADACHES

due to deranged liver or bowels by dispelling their cause. For constipation, biliousness, coated tongue, foul breath, pimples and blotched skin they are a highly efficient remedy.

As gentle as nature in their action, Pinkettes neither gripe nor purge, and form no habit. Try them to-night, you'll feel better in the morning.

Of chemists, or at 60 cents the vial, post free, from Dr. Williams' Medicine Co., 95, Szechuen Road, Shanghai.

ON THE WATERFRONT.

The New Liner City of Paris.

The new Ellerman liner, City of Paris, seems an even finer vessel in some ways than the City of Simla. She has, for one thing, more cabins on deck. The main particulars are:—

Length, over all 504 ft.
Breadth, moulded 59 ft.
Depth, to upper deck 35 ft.
Draught, 28 ft. 2 in.
Deadweight, 10,500 tons
Speed, 11¾ knots.

Careful attention has been paid to the ventilation of the living accomodation. The staterooms for 230 first-class and 100 second-class passengers are in the deck houses on the promenade and shelter decks. In the upper tween decks of two of the holds provision is made for third-class passengers when required. The first-class dining room is on the shelter deck forward, while that for the second-class passengers, together with a lounge, is in a deck house on the shelter deck above the after hold. The first-class smoke room is at the after end of the central promenade deck, and below it is a nursery for children. For perishable provisions refrigerated rooms are provided. In order to deal with cargo as expeditiously as possible there is a fine equipment of powerful derricks and winches. The captain and officers are placed in deck houses abaft of the wheelhouse on the boat deck, the engineers being accommodated at the after end of the same deck, and the crew in the ship's poop.

The Kashima Maru.

The Kashima Maru which left for Seattle this forenoon carried a number of passengers for Shanghai and Japanese ports. Amongst these were Mr. and Mrs. A. A. Claxton who are going to Yokohama.

In Wireless Communication.

The following vessels were in wireless communication with the port when we went to press:—Yokohama Maru, Saparola, Atlas Maru, Van Cloon, Caddo Peak, Melville Dollar, Myrmidon, Glenluce, Agamemnon, Lieut. de la Tour.

ROYAL COMMANDER FOR SCOTS GREYS.

Prince Arthur of Connaught, personal Aide-de-Camp to the King (retired pay), has been appointed Colonel-in-Chief of the Royal Scots Greys (2nd. Dragoons).

NOTABLE COMPOSER.

MACDOWELL.

American Composer of Late Nineteenth Century.

Edward MacDowell (1861-1908) was the greatest American composer. He believed that the future American composer would write the greatest music the world has ever known.

He was a great lover of nature, and always did his composing in a little log cabin called "The House of Dreams," high on the hillside, overlooking the town of Peterboro, New Hampshire, where he made his home.

His greatest works were his piano sonatas and concertos. "The Indian Suite," and four symphonic poems for orchestra. He also wrote many beautiful songs and short pieces for the piano.

TO A WILD ROSE.

No more exquisite bit of melody was ever written than the beautiful short tone poem by Edward MacDowell, in which he describes in music the dainty charm of the wild rose. This is the first number in the "Woodland Sketches," a collection of short pieces for piano. It is a perfect example of poetic thought.

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FOR THE FESTIVE SEASON.

All Specially Selected and Farm Fed.

Turkeys	from	6	to	14	lbs.
Geese	„	6	„	9	„
Capons & Chicken	from	1½	to	5½	lbs.

York cut Hams 7 to 14 lbs.
Meat, Game and Pork Pies (to order.)

Also a prime selection of Own Fed Pork, Veal and Sucking Pigs. Australian Rabbits and Hares, Sausages, Pressed Meats, Sausage Meat, &c.

Place your orders early to avoid disappointment.
THE DAIRY FARM, ICE & COLD STORAGE CO. LTD.

"PHILIPS"
A PHILIPS LAMP IS A PERMANENT ECONOMY
SOLE AGENTS
Holland-China Trading Co
Hong Kong

U.S. PRESIDENT OPENS RADIO PLANT.

Rocky Point Station Sends World-wide Message.

New York became on the 5th. ult. the focal point of world-wide wireless communication, states the *Evening Post* of that city. With the completion of the "radio central system" of the Radio Corporation of America the city is linked by wireless with Europe, Asia, and South America.

"And how far do you think a dispatch could thus be sent?" an interviewer asked Guglielmo Marconi in 1897.

"Twenty miles!" replied Mr. Marconi.

"Why do you limit it to twenty miles?"

"I am speaking within practical limits," said Mr. Marconi, "and thinking of the transmitter and receiver as thus far calculated. The distance depends simply upon the amount of the exciting energy and the dimensions of the two conductors from which the wave proceeds."

Early in the afternoon President Harding touched a button on his desk in the White House, and automatically the powerful generators in the transmitting station near Port Jefferson, L. I., began to whir. Then a message from President Harding to the world was tapped out in buzzing dots and dashes. In Great Britain, France, Norway, Germany, Japan—wherever receiving stations are located and operators were alert—the letters of the Presidential message was plucked out of space. In all parts of the United States radio amateurs picked up the signals that marked a new era in wireless communication.

AMATEURS TO "LISTEN IN."

These amateurs were surrounded by tall home-made coils of wire necessary to boost the wave length of their small aerials up to the 16,485 metres of the Long Island transmitter. This is regarded as a stupendous wave length in wireless transmission, particularly by the amateurs, who are confined by law to 200 metres as a maximum.

Heretofore radio stations have embraced the transmitter, receiver, and telegraph office in, one unit. This has interfered with efficiency in handling messages, since the transmitter and receiver were unable to work simultaneously. In the "radio central system" these three functions are separated.

At Rocky Point, seven miles east of Port Jefferson, L. I., a high-powered transmitting station has been built during the past year and a half. This is seventy miles from New York. Twelve large antennae, strung out on seventy-two towers, spread out like the spokes of a wheel and cover an area of ton square miles. These antennæ can be connected together at the hub to form one powerful transmitter or else used separately to send simultaneously to all the countries of the world.

At Riverhead, L. I., sixteen miles from Rocky Point, is the receiving station. This is also a multiplex apparatus, by means of which twelve different messages may be received at the same time.

The "central traffic office" is located in the heart of the financial district in New York, at 64 Broad Street, and it is from this office that both the Rocky Point and Riverhead stations are operated and controlled. Here also messages are accepted and delivered It is the central, or focal, point from which, by a system of remot control, skilled operators may send and receive simultaneously messages to and from all parts of the glob'.

100 WORDS SENT A MINUTE.

Each transmitting unit at Rocky Point has a sending speed of one hundred words a minute, radio officials said, and reception may be accomplished at the same speed.

In preliminary tests during October signals sent from Rocky Point were heard in all parts of Europe, and in Australia, South America, and Japan.

Each antennæ, forming a spoke in the complete wheel, is a mile and a half long and is supported on six towers 410 feet high. The towers are placed 1,250 feet apart and support sixteen silicon bronze cables. Fifty miles of this cable was used in constructing the first two antennæ.

Four hundred miles of copper wire has been buried in the ground underneath the towers to give a connection to the earth. One wire from each transmitter is fastened to this earth connection, while the other leads to the antennæ.

Ten Alexanderson high-frequency alternators are employed in transmission, and the total power from these is 2,000 kilowatts, or 2,700 horse power.

The Radio Corporation in carrying out its project of a "radio central system" has received financial and engineering support, according to its officials, from the General Electric Company, the American Telephone and Telegraph Company, the Western Electric Company, the United Fruit Company, and the Westinghouse Electrical and Manufacturing Company.

NOTICES.

J. T. SHAW — TEL. 692 — JAMAICA SPECIALITIES
— Comprising —
DRESSING GOWNS
WOOL MUFFLERS
UNDERWEAR
CARDIGANS
SWEATERS
BOOTS
SLIPPERS
SOCKS
etc, etc.

SPECIALIST IN MEN'S WEAR 2 NEXT DOOR HONGKONG HOTEL

Wm. Powell Ltd
TELEPHONE 3146

FOOTWEAR THAT TREADS
in the
FOOTSTEPS OF FASHION.
FOR
WALKING
GOLFING
SHOOTING
BUSINESS.
NEW STOCKS
FOR

DAY AND EVENING WEAR IN
"KELTIC" and "SAXONE."

The following Ports have been added to our list
CALDBECK'S ROYAL TAWNY
$43 per case duty paid
GUIMARAENS CROWN VINTAGE
$48 per case duty paid
GUIMARAENS DRY WHITE PORT
$40 per case duty paid
CALDBECK, MACGREGOR & CO., LTD.
15 Queen's Road Central. (Telephone No. 75).

FRENCH LESSONS.
G. MOUSSION,
15, Morrison Hill Road.

TSANG FOOK PIANO CO.,
MAKERS, EXPERT TUNERS & REPAIRERS.
Telephone 2127. 94a. Wanchai Road.

WHEN YOU THINK OF
BETTER SOUP & PUDDINGS
THINK OF
THE HING WAH PASTE MFG. CO., LTD.
(No. 47-48 Connaught Road Central, Hongkong)
MANUFACTURERS
OF
MACARONI, VERMICELLI, PASTE STARS, EGG NOODLES &c.
RING UP—2230.

JAMES STEER.
9, ICE HOUSE STREET,
WATCHMAKER AND JEWELLER.
CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL INSTRUMENTS REPAIRED UNDER MY PERSONAL SUPERVISION.
TEL. 2877 TEL. 2877

CAMERA NEWS

MR. AND MRS. WELLINGTON KOO.

L. F. Baxter, of Leicester, England, starts on a walk around the world. Of course, he'll ride the seas. Expects to finish by 1926.

Members of the Japanese delegation to the limitation of armaments Conference shown, in group above, arriving in San Francisco on their way to Washington. Below, left to right, Major General S. Tanaka; Secretary I. Gomyo, of the Department of Foreign Affairs, and Vice Admiral K. Kato.

PHOTO SHOWS CITY OF FUNCHAL, THE CAPITAL OF THE ISLAND OF MADIERA, AND THE HARBOUR AT FUNCHAL.

Former Emperor Charles of Austria and his family, now held captives by the Hungarian Nationalists following his ill-fated attempt to regain his throne, are to be banished to the Island of Madiera. Portugal has given its consent to the ex-royal family taking up their residence at Funchal, the capital of the island. The ex-ruler and his family will occupy a house built by German financiers as a sanitarium several years ago.

SALVATION ARMY INTERNATIONAL WORKERS FOR INDIA.

Fifty members of the Salvation Army from all over the world, who are going out to India for Salvation Army work, took part in a farewell meeting in Leicester, England, recently and marched through the streets dressed in their costumes. Representatives from Sweden, Norway, Finland, America and Canada were in the party.

DOINGS OF THE DUFFS — Just When She Wanted to Make a Hit. — BY ALLMAN

BANKING

WORLD-WIDE SERVICE

BANKING SHIPPING
TRAVEL TRADE

Checking and Savings accounts in all Currencies.

Letters of Credit

American Express Travelers Cheques.

ORIENTAL OFFICES:

Yokohama Peking
Manila Kobe Tientsin
Calcutta Shanghai

AMERICAN EXPRESS SYSTEM

ESTABLISHED

America 1841. Europe 1891.

R. P. BOYCE.
Manager.
11 Queen's Road Central.

TRAVEL

VACATION TRIP.

HONGKONG—SHAMSHUI—WUCHOW.

In the splendid and luxuriously appointed 500 tons Motor Ship "KONG NING" between Hongkong, Shamshui, Shin Hing through the LOVELIEST SCENERY ON THE WEST RIVER TO WUCHOW.

SPLENDID 1st and 2nd class passenger accommodations; large and airy berth cabins on upper deck; no port holes but large airy windows; fitted throughout with electric light and Fans, etc.

M. S. "KONG NING"

Steamers Leave Hongkong.
"Kong Ning" ... ... Tuesday, Dec. 27.

Round trips occupying 5 days; including meals and 24 hours stay on board at Wuchow $45.00.

For farther particulars apply to:—
BANKER & CO.

TO-DAY'S SHARE QUOTATIONS.

—:o:—

	Stock Exchange.		Sharebrokers' Association.	
Banks.				
K. & S. Bank	sa.	735	b.	735
H., £35 paid	sa.	720	b.	720
k. of E. Asia	b. Old 105	New 102	n.	105
Marine Insurances.				
Cantons	n.	440	s.	440
North Chinas	n.	$144	n.	144
Unions	s.	242	s.	242
Yangtzes	s.	25	s.	25
Far Easterns	n.	$12½	n.	23
Fire Insurances.				
China Fires	b.	125	b.	125
H.K. Fires	b.	365	b.	367
Shipping.				
Douglases	n.	42	b. 49	s. 43
H.K. Steamboats	b.	26¼	b.	26¼
Indos (Pref.)	b.	36	s.	36
Indo Def. Lon/Reg.	n.	265		
Indo Def. H.K. Reg.	n.	260	s.	259
Shells	s.	92/-	b.	92/-
Ferries	b.	sa. 33	b. 33	s. 34
Refineries.				
Sugars	n.	185	s.	175
Malabons	n.	48	n.	45
Mining.				
Kailans	s	75/-	s.	76/-
Langkats	n.	$9	b.	8½
Shanghai Loans				
Shai Explorations				
Raubs	b.	$ 1	b.	1.20
Tronohs	b.	22 6		
Ural Caspians	b.	10/-		
Benguet Con	P.	1.95		
Docks, Wharves Godowns, &c.				
H.K. Wharves	n.	91	b.	91
K. Docks	n.	175	s.	172
S'hai Docks	n.	$111	n.	113
N. Engineerings	b.	$83¼	b. sa.	83¼
Lands, Hotels & Buildings.				
Centrals	b.	150	b.	150
H.K. Hotels	b.	23	b.	22¾
H.K. Lands	b.	206	n.	206
H'phreys Est.	s.	10 90	s.	10.90
K'loon Lands	b.	46	b.	46
L. Reclamations	b.	175	b.	175
West Points	n.	55	b.	54
Cotton Mills.				
Ewos	b.	$19½	b.	19½
Orientals	b.	$14	b.	14
S'hai Cottons	b.	$135	b.	133
Miscellaneous.				
Cements	n.	25	sa.	25
China Light old				
China Light new	s.	12	n.	12
China Providents	b.	13.40	b.	13.10
Dairy Farms	n.	24	b.	22¾
Electrics H.K.	b.	24¾	b.	24¼
Ealletrics Macao	n.	30	n.	30
Hongkong Ropes	b. 31½	sa. 32	b.	32
H.K. Tramways	b. 13.40	s. 13¾	n.	13½
Peak Trams, old	b.	9½	b.	9½
Do. new	b.	1.15	b.	1.15
Steam Laundries				
Steel Foundries	n.	11½	b.	11¾
Water-boat	b.	17¼	n.	17
Watsons	b.	9¼	b.	9¾
Wm. Powells	b.	20	n.	19
Wiemanns	b.	28	n.	28

Hongkong, December 24, 1921.

PORT INTELLIGENCE.

The following shipping and mail intelligence has been corrected to noon to-day:—

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Haicheng	D L & Co.	Foochow	27th Dec.
Suiyang	B & S	Shanghai	27th "
Dumra	P & O	Bombay	27th "
Kashima M.	N Y K	Victoria	27th "
Chunsang	J M Co.	Swatow	27th "
Loksang	J M Co.	Hoihow	27th "
Yangtze	Bank Line	New York	28th "
Choysang	J M Co.	Swatow	28th "
Cilicia	D & Co.	Shanghai	28th "
Egypt	P & O	Shanghai	28th "
Foosbing	J M Co.	Bangkok	28th "
Yesushi M.	N Y K	Rangoon	29th "
Hailoong	D L Co.	Foochow	29th "
Waishing	J M Co.	Swatow	29th "
Toba M.	N Y K	New York	30th "
Euryalus	P & O	Amoy	30th "
West Jema	S. & D	San Francisco	30th "
Taikoowanyi	B & S	Japan	30th "
Yuensang	J M Co.	Manila	30th "
Katuna	Bank Line	New York	31st "
Tsaruga M.	N Y K	Japan	31st "
Laisang	J M Co.	Calcutta	31st "
Shantung	B & S	Tsingtao	31st "
Silver State	Ad. Line	Seattle	1st Jan.
Tsuyama M.	N Y K	New York	2nd "
Tamba M.	N Y K	Colombo	2nd "
Takada	P & O	Straits	2nd "
Pine Tree State	Ad. Line	Manila	2nd "
Hinsang	J M Co.	Sandakan	3rd "
Lycaon	B & S	Antwerp	3rd "
Taming	B & S	Hoilo	3rd "
Tyndareus	B & S	Vancouver	3rd "
E. Asia	C P S Ld.	Vancouver	5th "
Persia M.	T K K	San Francisco	5th "
Nagano M.	N Y K	Rangoon	5th "
Macassar M	Nanyo Y K	Batavia	5th "
Egremont Castle	D & Co.	Boston	5th "
Hozui M.	Y K K	Pakhoi	5th "
Taikwa M.	Y K K	Amoy	5th "
Eurylochus	B & S	Liverpool	7th "
Van Overstraten	J C J L	Singapore	7th "
Kitano M.	N Y K	Japan	8th "
Bintang	J C J L	San Francisco	8th "
Nile	C P S L	Batavia	9th "
Arafura	P & O	Sydney	9th "
Dania	B & S	New York	10th "
Helen	D & S	Hamburg	10th "

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Myrmidon	B & S	Singapore	27th Dec.
Egypt	P & O	Singapore	27th "
Yangtze	B & S	Shanghai	27th "
Persia M.	T K K	Yokohama	29th "
Monteagle	C P S Ld.	Shanghai	29th "
Cyclops	B & S	Singapore	29th "
Delvara	P & O	Singapore	30th "
Empress of Asia	C P S Ld.	Yokohama	30th "
Pine Tree State	Ad. Line	Yokohama	31st "
Totomi M.	N Y K	Singapore	3rd Jan.
Torilla	M M Co.	Calcutta	5th "
Tango M.	T K K	Yokohama	7th "
Aki M.	N Y K	Sydney	10th "

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods Stored	Free Storage Expires	Claims to be in by	Examination Date
Glenogil	J M & Co.	Kowloon	Dec. 28	Jan. 12	Dec. 29
Atlas M.	O S K	Kowloon	Dec. 29	Dec. 31	Wed. & Sat.
Bengalia	G L & Co.	Kowloon	Dec. 30	Jan. 5	Dec. 30
Glenfalloch	J M & Co.	Kowloon	Jan. 1	Jan. 25	Jan. 5
Sado M.	N Y K	Kowloon	Jan. 2	Jan. 4	Tues. & Fridays

POST OFFICE NOTICES.

CHRISTMAS HOLIDAYS.

The Post Office will be open on Monday, the 26th, and Tuesday, the 27th, Dec. from 8 a.m. to 9 a.m. only. There will be one collection and one delivery of ordinary correspondence each day as on Sunday and one delivery of registered correspondence at 9 a.m. The Money Order Office will be entirely closed during the Holidays. The District Offices will be open from 8 a.m. to 9 a.m. and from 5 p.m. to 6 p.m. with the exception of Kowloon Office, which will be open from 8 a.m. to 9 a.m. only, and Sheung Wan Office which will be open from 8 a.m. to 9 a.m. and from 5.30 p.m. to 8 p.m. There will be one delivery from District Offices at noon.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Europe via Suez (Letters and Papers London 24th Nov.)	Egypt	27th Dec.
U.S.A., Japan and Shanghai	Pinetree State	31st "
Straits	Totomi M.	3rd Jan. 1922
Straits	Kitano M.	7th Jan. 1922

OUTWARD MAILS.

For	Per	Date
Shanghai & N. China	Egypt	Wed., 28 Dec., 8.30 a.m.
Straits & Bangkok	Seistan	Wed., 28 Dec., noon.
Swatow, *Shanghai & *N. China	Waishing	Wed., 28 Dec., 5 p.m
*Swatow, Amoy & Takao	Soshu M.	Thurs., 29 Dec., 8 a.m
Shanghai & N. China	Sinkiang	Thurs., 29 Dec., 11 a.m.
Swatow, Amoy & Foochow	Hailoong	Thurs., 29 Dec., noon.
Philippine Islands	Tuensang	Fri., 30 Dec., 2 p.m.
Straits *Bangkok, Calcutta & Aden	Laisang	Sat., 31 Dec., 9 p.m
*Shanghai & *N. China	Shantung	Sat., 31 Dec., 3 p.m.
Shanghai, N. China, Japan, Canada, U.S.A. C. & S. America, *Europe via Victoria B.C.	Silver State	Sat., 31 Dec., Registration 5 p.m. Letters 5 p.m.
Philippine Islands	Pinetree State	Mon., 2 Jan., 9 a.m
Philippine Islands	Taming	Tues., 3 Jan., 11 a.m.
Sandakan	Hinsang	Tues., 3 Jan., 11 a.m.
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanuskhodi, Aden, Egypt, Europe via Marseilles. The Parcels Mail will be closed on Tuesday, 3rd Jan. 1922 at 5 p.m.	Dongola	Wed., 4 Jan., Registration 8.45 a.m. Letters 9.30 a.m.

*Correspondence bearing vessel's name only.

BANKS.

ASIA BANKING CORPORATION.
(AN AMERICAN BANK)

CAPITAL ... ... U.S. $4,000,000.
SURPLUS & UNDIVIDED PROFITS: ...over U.S. $2,000,000.
HEAD OFFICE: NEW YORK, U.S.A. BRANCH: SAN FRANCISCO
HEAD OFFICE FOR THE ORIENT: SHANGHAI.
BRANCHES:
CANTON PEKING SINGAPORE
CHANGSHA MANILA TIENTSIN
HANKOW

All Descriptions of banking business transacted.
Interest allowed on Current Accounts, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.
American Bankers Association and Guaranty Trust Company of New York Travellers Cheques sold by us.
Payable throughout the world.

D. M. BIGGAR,
Manager.

THE CHINA SPECIE BANK LTD.

HEAD OFFICE:
St. George's Building, Hongkong.

Chairman of Board of Directors
Mr. Wong Shin Ham
Chief Manager...Mr. L. S. Holum
Asst. Manager...Mr. K. T. Wong
Hongkong Manager.
Mr. I. P. Allen

Foreign exchange and general banking business transacted.
Current, Savings, and Fixed deposits bear interests at rates 3% 4% and 5% per annum respectively.

L. S. HOLUM.
Chief Manager.
Hongkong, 2nd October, 1920

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

Established 1924.

a. Capital ... F. 120,000,000 £8,333,333
Paid-up Capital ... F. 80,000,000 £5,566,666
Reserve Fund ... F. 13,979,250 £1,581,104
Special Reserve ... F. 40,150,000 £3,348,567

Head Office:—Amsterdam.

Branches at
The Hague Rotterdam
Head Agency:—Batavia.

BRANCHES:—

Bandjermasin	Manassar	Singapore
Bandoeng	Medan	Soerabaia
Bombay	Padang	Soerakarta
Calcutta	Palembang	(Solo)
Cheribon	Pekalongan	Tebing Tinggi
Djember	Penang	(Deli)
Djokjakarta	Pontianak	Tegal
Kobe	Rangoon	Telok Betong
Kota Radja	Samarang	Tjilatjap
Langsa	Shanghai	Weltevreden

Correspondents at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers:—The National Provincial and Union Bank of England, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. B. DROSKAMP,
Acting Manager.

BANQUE DE L'INDO-CHINE
(FRENCH BANK.)

Head Office: 19 bis Rue LaBitte, Paris.

Capital ... ... Francs 62,000,000.
Reserves ... ... " 50,000,000.

BRANCHES AND AGENCIES.

Bangkok	Hongkong	Saigon
Battambang	Mong w	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Phnom-Penh	Vladivostock
Hanoi	Pondichery	Yunnanfu

BANKERS.

In FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial Societe Generale.

In LONDON: The National Provincial and Union Bank of England Ltd., Comptoir National d'Escompte de Paris; Credit Lyonnais.

In NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

V. MARSOT.
Acting Manager.
Hongkong, October 31st, 1919.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office 19, Gracechurch Street, London, E. C. 3.

Authorised Capital	—	—	£3,000,000
Subscribed Capital	—	—	1,800,000
Paid Up Capital	—	—	1,050,000
Reserve Fund	—	—	1,100,000

BANKERS.
The Bank of England.
The London Joint City & Midland Bank, Ltd.

BRANCHES:—

Bombay	Karachi
Calcutta	Kuta Bharu
Colombo	Kuala Lumpur
Delhi	Madras
Galle	New York
Hongkong	Penang
Howrah	Rangoon
Kandy	Shanghai
Port Louis (Mauritius)	Singapore

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balances, and on Fixed Deposits at rates which may be ascertained on application.

C. L. SANDEN,
Manager.
7, Queen's Road Central.
Hongkong, 12th December, 1921.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE HONGKONG.

Paid-up Capital ... $15,000,000
Reserve Funds:—
Sterling £2,500,000
Silver $21,500,000
Reserve Liability of Proprietors $12,000,000

COURT OF DIRECTORS:
G. T. M. Bidlake, Esq.—Chairman.
G. M. Dodwell, Esq.—Deputy Chairman.
D. O. M. Bernard, Esq. | Hon. Mr. A. O. Lacz
A. S. Gubbay, Esq | F. V. D. Pais Esq.
P. R. Holyoak Esq. | W. L. Pretyman, Esq.
A. Plummer Esq | H. P. White, Esq.

Chief Manager:—
Hon. Mr. A. G. STEPHEN
Manager Hongkong ... A. H. Barlow, Esq.
Manager: Shanghai ... G. H. Smith, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & PARR'S BANK, LIMITED.

Current Accounts opened in Local Curr and Fixed Deposits received for one year shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 26th February, 1920

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.
Rules may be obtained on application.
INTEREST on deposits is allowed on Minimum monthly balances at 3½ per annum.
For the Hongkong and Shanghai Banking Corporation.

A. G. STEPHEN,
Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

PAID-UP CAPITAL ... £1,000,000
RESERVE FUND ... £1,000,000
RESERVE LIABILITY OF PROPRIETORS ... £1,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter period at rates which will be quoted on application.

A. H. FERGUSON,
Acting Manager.
Hongkong, 1st January, 1914.

BANK OF CANTON LIMITED.

HEAD OFFICE, HONGKONG.

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS.

For 12 Months 5% per annum.
For 6 Months 4% per annum.
For 3 Months 3% per annum.
On Demand 2% per annum.

CURRENT ACCOUNTS

2% per annum on the daily credit balances of over $100.00.

LOOK POON SHAN.
Chief Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital..$50,000,000.00
Paid up Capital..... 12,279,800.00
Reserve Funds 8,607,673.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 4 Queen's Road Central. Branches and Sub-branches all over China and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank, and the Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

TSUYEE PEI
Manager.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:—
No. 10 Des Voeux Road Central.
Established 1919.
AUTHORIZED CAPITAL ... $10,000,000.00
PAID-UP CAPITAL ... $5,000,000.00

DIRECTORS:
Mr. Fung Wai Ting, Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po.
Mr. Li Koon Chun, Mr. Mok Ching Kong.
Mr. Fung Ping Shan, Mr. Wong Yun Tong.
Mr. P. K. Kwok, Mr. Chan Ching Shek.
Mr. Ng Chang Luk, Mr. Kan Chio Nam.

Chief Manager, Mr. Kan Ying Po.
Asst. Manager, Mr. Li Tze Fong.

BRANCHES & AGENCIES:—

LONDON	NEW YORK
PARIS	SAN FRANCISCO
SHANGHAI	YOKOHAMA
KOBE	SAIGON
NAGASAKI	PENANG
SINGAPORE	HANKOW
TIENTSIN	BATAVIA
MANILA	SOURABAYA
SAMARANG	BOMBAY
CALCUTTA	

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3% per annum
For 6 months at the rate of 4% per annum
For 12 months at the rate of 5% per annum

KAN TONG CO.
Chief Manager.
Hongkong, September 1st, 1921.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6, Des Voeux Road, Central. Hankow Branch; Russian Concession.

DOMESTIC & FOREIGN BANKING. SERVICE PROMPT.
Current, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.

J. USING LY,
Manager.
Hongkong, 7th July, 1919.

THE CHINESE MERCHANTS BANK, LTD.,

華商銀行有限公司

Head Office
Alexandra Buildings, Chater Road.
General Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received on rates which may be ascertained on application.
The Bank also undertakes Savings Department.

K. C. LAU,
Chief Manager.

THE YOKOHAMA SPECIE BANK LTD.

Established 1880.

Capital (fully paid up) Y.100,000,000
Reserve Fund ... ... Y. 97,850,000

HEAD OFFICE, YOKOHAMA.

Branches and Agencies at

Batavia	Kai Yuan	Rangoon
Bombay	Kobe	Rio de Janeiro
Buenos Ayres	London	Sourabaya
Calcutta	Lyons	Salgon
Changchun	Los Angeles	San Francisco
Dairen (Dalny)	Manila	Seattle
Fengtien Mukden	Nagasaki	Shanghai
Hamburg	Nagoya	Singapore
Hankow	Newchwang	Soerabaya
Honolulu	Osaka	Sydney
Tokyo	New York	Tientsin
Harbin	Peking	Tsinanfu
	Vladivostock	Tsingtao

Interest allowed on Current Accounts.
Deposits received for fixed period at rates to be obtained on application.

T. NISHIHAMA.
Manager.
Hongkong, 12th Sept., 1921.

INTERNATIONAL BANKING CORPORATION.

CAPITAL AND SURPLUS: U.S. $10,000
UNDIVIDED PROFITS: U.S. ?
(Owned by the National City Bank
HEAD OFFICE: 60 Wall Street, New Y
BRANCHES:
LONDON: 36 Bishopsgate, E. C.
LYONS: 23 Place Tolozan
SAN FRANCISCO: 232 Montgomery Street,
CHINA: Canton, Hankow, Harbin, Hongkong Peking Shanghai, Tientsin
DOMINICAN REPUBLIC: Puerto Plata, Pedro de Macoris, Sanchez Santiago Santo Domingo, Barahona, San Pedro de Macoris,
INDIA: Bombay, Calcutta, Rangoon,
JAPAN: Kobe, Yokohama,
JAVA: Batavia, Soerabaya,
PANAMA: Colon, Panama,
PHILIPPINE ISLANDS: Cebu, Manila,
SPAIN: Barcelona, Madrid,
STRAITS SETTLEMENTS: Singapore.
BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK.
ARGENTINA: Buenos Aires, Rosario.
BELGIUM: Antwerp, Brussels.
BRAZIL: Pernambuco, Porto Alegre, Rio Janeiro, Santos, San Paulo.
CHILE: Santiago, Valparaiso.
CUBA: Havana and 22 cities in Cuba.
ENGLAND: London.
ITALY: Genoa.
PERU: Lima.
PORTO RICO: Ponce, San Juan
RUSSIA: Moscow, Petrograd, (temporarily closed)
URUGUAY: Montevideo.
VENEZUELA: Caracas.

All descriptions of banking business transacted.
Interest allowed on current accounts and fixed deposits in terms of foreign exchange as agreed to be ascertained on application.

GEORGE E. HOCQ,
Manager.
Hongkong, 17th May 1921.

PACIFIC SHIPPING.

CANADIAN PACIFIC
STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England
Shanghai, Nagasaki, Moji, Kobe, Yokohama, Vancouver & Montreal.

	From Hongkong	Due Vancouver		From St. John	Due Liverpool
E Asia	Mar. 5	Jan 23	Montrolm	Feb. 1	Feb. 7
Montcalm	Jan. 17	Feb. 20	Melita	Feb 17	Feb 24
E Japan	Feb. 5	Mar. 1	Minnedosa	Mar. 15	Mar. 17
E Russia	Feb. 25	Mar 17	Metagama	Mar. 24	Mar. 31
E Asia	Mar. 25	Apr. 13	E Britain	Apr. 22	Apr.

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Havre, Naples & Danzig.

Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.
Standard sleeping cars, Compartments & Drawing rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office Telephone 752. Cable Address GACANPAC.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA KEELUNG, SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"The PATHWAY OF THE SUN."

Steamers	Tons	Leave Hongkong	Steamers	Tons	Leave Hongkong
*PERSIA M.	9,000	Jan. 5	TENYO M.	22,000	Feb. 10.
TAIYO M.	22,000	Jan. 15.	KOREA M.	20,000	Feb. 23.
SIBERIA M.	20,000	Jan. 31.			

* Calling at Dairen and omitting call at Keelung & Shanghai.
Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.

VIA MANILA, JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MULLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AYRES.

Steamers.	Tons	Leave Hongkong
*GINYO MARU	15,500	Feb. 26th.
ANYO MARU	18,500	Mar. 29th.
SEIYO MARU	14,000	May 13th.

* Omit Manila.

For full information regarding passengers, freight, and sailings apply to:—

Y. TSUTSUMI, Manager,
King's Building. Tel. Nos. 2374 & 2375.
Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

Operating Far Eastern services for account of the
UNITED STATES SHIPPING BOARD

TO LOS ANGELES & SAN FRANCISCO.

† "WEST JENA" ... ... 30th December.
† "WEST CHOPAKA"... ... ... 26th January.

† Also, cargo accepted for Transhipment at San Francisco to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

PASSENGER OFFICE—1 floor Powell's Building, 12, Des Voeux Rd., Tel. 2018.

YAMASHITA KISEN KAISHA.
(THE YAMASHITA S.S. Co. LTD.)

REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi
S.S. "HOZUI MARU" ... on or about 5th January.
FOR KEELUNG via Swatow & Amoy
S.S. "TAIKWA MARU" ... on or about 5th January.

For further particulars, please apply to—

Branch Office, No 37, Bonham Strand, West, Tel. No. 155.
S. MITARAI, AGENT. Top Floor, King's Building, Tel. No. 140.

PACIFIC SHIPPING.

THE ROBERT DOLLAR CO. SAN FRANCISCO

DOLLAR LINE

SAILINGS FROM HONGKONG
FOR SAN FRANCISCO SEATTLE & VANCOUVER.

"Melville Dollar" ... ... 20th January.

FOR NEW YORK.

"Robert Dollar" ... ... via Suez ... ... 18th Jan.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to:—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL 792
THIRD FLOOR " 795

THE ADMIRAL LINE
PACIFIC STEAMSHIP COMPANY

Operating following U.S. Shipping Board Steamers.

PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

		Sails.	From Hongkong.	Arrive Seattle.
S.S.	Silver State... ...	For Seattle ...	Jan. 1	Jan. 20.
..	Pinetree State ...	For Manila ...	Jan. 2.	
..	Pinetree State ...	For Seattle ...	Jan. 12.	Jan. 31.
..	Wenatchee	For Manila ...	Jan. 16.	
..	Wenatchee	For Seattle ...	Jan. 26.	Feb. 14.
..	Bay State	For Manila ...	Jan. 30.	
..	Bay State	For Seattle ...	Feb. 9.	Feb. 28.

Through Bills of Lading issued to Overland common points
Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

5th Floor, Union Building. Telephones 2477 & 2478. | PASSENGER OFFICE. Queen's Bldg. 2, Ice House St.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.
REGULAR SERVICE
TO
SAIGON—SINGAPORE—BATAVIA
and other JAVA PORTS.

LAKE ONAWA .....Sailing

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, Union Building. Tel. 2477 & 2478. | PASSENGER OFFICE. Queen's Bldg. 2, Ice House St.

SERVICE TO UNITED STATES.

For NEW YORK and/or BOSTON
via Panama.

S.S. SURUGA 2nd half January.

For freight space and particulars apply to:—

BARBER STEAMSHIP LINE INC.
THE ADMIRAL LINE
AGENTS.

Telephones 2477 & 2478. 5th floor, Union Building.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. & 10 p.m. (Sundays 10 p.m. only)
From Canton daily at 8 a.m. & 5 p.m. (Sundays 5 p.m. only)

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings:—To Macao daily at 8 a.m. & 2 p.m. (Sundays at 9 a.m. only)
From Macao daily at 8 a.m. & 2 p.m. (Sundays at 5 p.m. only)

Further information may be obtained at the Company's office, Union Building, or from Booking Agents, Messrs. Thos. Cook & Son and the American Express Company, Hongkong.

PACIFIC SHIPPING.

CHINA MAIL S.S. CO. LTD.

"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FAST FREIGHT AND PASSENGER STEAMERS.
"NANKING" "NILE" "CHINA"

Trans-Pacific Service
HONGKONG TO SAN FRANCISCO.
via Shanghai, Japan Ports and Honolulu.
S.S. CHINA Jan. 16th
S.S. NANKING Feb. 20th. at noon

Java Service
HONGKONG TO SINGAPORE & BATAVIA
S.S. NILE
January 9th.

FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transhipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT
PRINCE'S BUILDING, ICE HOUSE STREET.
TELEPHONE, PASSENGER DEPT. No. 1934. TEL., FREIGHT DEPT. & AGENT, No. 2161.

NEW YORK DIRECT.
Joint service of the
"BLUE FUNNEL" LINE
(Ocean S. S. Co., Ld., & China Mutual S. N. Co., Ld.)
AND
AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S. S. Co., Ld.)
FOR BOSTON & NEW YORK.

Sailings from Hongkong.

† "YANGSIZE"... ... ... via Suez Canal ... 23th December.
† "EURYLOCHUS" ... ... via Suez Canal ... 10th January.
† "CITY OF CAMBRIDGE" via Suez Canal ... 20th January.

† Calls at Boston if sufficient inducement offers.
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice
For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Barat Boy Landry, from Shanghai.
Kablexport, from Tokio.
George Ellis Hongkong Shanghai Bank (2), from Tokio.
Leekufan, from Shanghai.
Khenghong, from Amoy.
5845, from Dairen.
Sikshingpak c/o Great Eastern Hotel, from Shanghai.
Woo 38 Caine Road, from Peking.
Wingyueng, from Hankow.
Yuekingwoo Tunglee Co. Chungwen, from Shanghai.

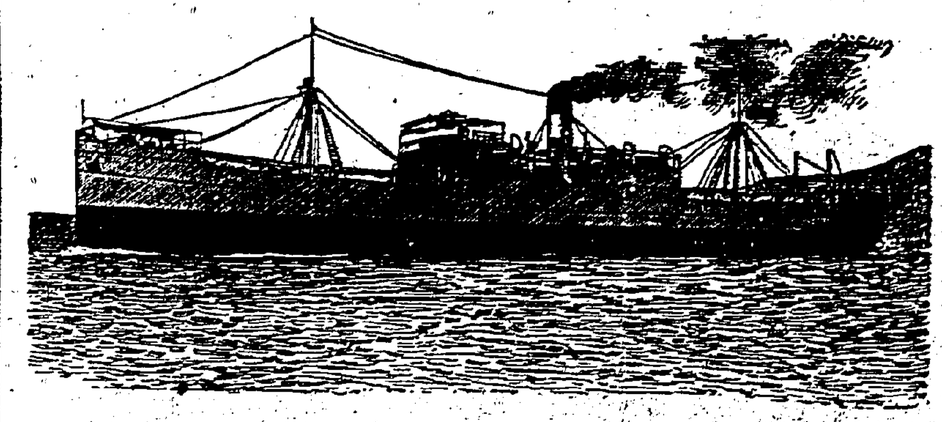
T. KRING.
Superintendent.
Hongkong, Dec. 22, 1921.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition. Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gros

Built and engined by The Hongkong & Whampoa Dock Co., Ltd., to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG

COMMERCIAL NEWS.

CHINESE CURRENCY.

The Chinese Union of Chambers of Commerce has forwarded to the Ministry of Finance a petition suggesting the adoption of silver dollars as a basis of currency.

PEKING-HARBIN TELEPHONE.

The Ministry of Communications is preparing to instal a long distance telephone between Peking and Harbin via Fengtien and Tientsin, which will be in operation next year.

CREDITS FOR GERMANY.

A Paris message of the 11th. inst. says:—The German Economic Council is considering plans for the formation of an industrial and commercial association to obtain credits for the nation.

AGRICULTURAL IMPLEMENTS ASSOCIATION.

An Agricultural Implements Association has been established in Peking. The aims of the Association are four, namely:—1. To investigate the various makes of agricultural implements both at home and abroad; 2. To carry out experiments; 3. To establish agricultural implement factories; 4. To advise farmers in the use of implements.

IRON AND STEEL PRICES.

Steady declines in productive costs, almost drastic cuts in selling prices relatively to costs, and gradually improving demands, characterize the Home iron and steel trades just now. Pig iron output is still very low, for steelmakers are obtaining quite considerable quantities of foreign iron at about £1 a ton less than the Home cost of production. Even some steelmakers who own blastfurnaces are importing pig iron rather than lighting up their stacks.

CHINESE E. AND M. CO.

The annual general meeting of the shareholders of the Chinese Engineering & Mining Co., Ltd., was held in London on December 12, when the directors' report and statement of accounts for the year ended June 30,1921, were submitted. The net result of the year's transactions shows a balance to the credit of Profit and Loss Account of £513,453. Of this, the following appropriations, among others, wer approved:—Interim dividend of 10 per cent., paid May 13, absorbing £140,000. Final dividend of 12 per cent., making 22 per cent. for the year, £168,000.

PROPOSED REDUCTION IN STEEL PRICES.

A short time ago our Glasgow correspondent hinted at still cheaper Scottish steel, and he now states that Scottish steelmakers have left for London. It is understood that they will hold a conference with English steelmakers with a view to arranging reduced prices for ship plates, angles, and bars. In Glasgow it was reported that Scottish bar iron makers have decided not to make any change in their prices at present. Steel sheet makers have arrived at a similar decision.—*Journal of Commerce.*

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
DUNERA	5,200	27 Dec. noon	S'pore, Colombo & Bombay
PONGOLA	8,000	4th Jan.	M'les, London & Antwerp
DILWARA	5,200	12th Jan.	S'pore, Colombo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	2,000	2nd Jan.	Calcutta via Straits.

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA Calls at Sabattik	6,000	9th Jan.	Melbourne via Manila, Thursday Island, Townsville, Brisbane and Sydney.

SAILINGS TO SHANGHAI & JAPAN.

EGYPT	—	28 Dec. 4 p.m.	Shanghai.
EURYALUS	3,600	30th Dec.	Amoy.

All dates are approximate and subject to alteration without notice

WIRELESS ON ALL STEAMERS.

Parcels Mails and Specie must be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights etc., apply to

MACKINNON, MACKENZIE & CO

22, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

KASHIMA MARU ... ... Tuesday, 27th Dec., at 11 a.m.
SUWA MARU (Calling Manila) Saturday, 14th Jan., at 11 a.m.
FUSHIMI MARU ... ... Wednesday, 8th Feb., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

YOSHINO MARU ... ... Wednesday, 18th Jan. at 11 a.m.
MISHIMA MARU ... ... Friday, 20th Jan. at 11 a.m.
SADO MARU ... ... Friday, 3rd Feb at 11 a.m.
KITANO MARU ... ... Friday, 17th Feb. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIMA MARU ... ... Thursday, 19th January.

LIVERPOOL, via MARSEILLES.

MALACCA MARU ... ... Thursday 9th February.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... ... Tuesday, 17th Jan. at 11 a.m.
AKI MARU ... ... Tuesday, 14th Feb. at 11 a.m.

NEW YORK VIA PANAMA & CUBAN PORTS.

TOBA MARU ... ... Friday, 30th Dec.

NEW YORK via Suez.

TSUYAMA MARU ... ... Monday, 2nd January.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

BOMBAY via Singapore, Penang & Colombo
TAMBA MARU ... ... Monday, 2nd January.

CALCUTTA via Singapore, Penang & Rangoon.

YEDOSHI MARU ... ... Thursday, 29th December.
NAGANO MARU ... ... Thursday, 5th January.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... ... Wednesday, 11th Jan. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TSURUGA MARU ... (Calling Kure) Saturday, 31st Dec.
KITANO MARU ... ... Sunday, 8th Jan. at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI, Manager

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Methven ...	Java	in port	—	—
Tjilatjap.....	Java	30th Dec.	7th Jan.	Batavia
Gorontalo	Java	3rd Jan.	6th Jan.	Japan
Tjitaroem ...	Java	5th Jan.	8th Jan.	S'hai/Amoy

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	From
Bintang	Java	2nd Jan.	8th Jan.	San Francisco via Manila

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK & BOSTON VIA SUEZ.

S.S. "EGREMONT CASTLE" Sailing on or about 5th Jan.
" "DACRE CASTLE" " " end of Jan.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "CILICIA" Sailing on or about 28th December.
" "TRIESTE" " " Beginning Jan.

For BRINDISI, VENICE & TRIESTE,

Via Singapore, Penang and Colombo.

S.S. "CILICIA" Sailing on or about 17th January.
" "TRIESTE" " " end January.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sailing middle of January.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.,

Telephone 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILLIPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TAIYUAN	about 14th Jan.	about 16th Jan.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

FREIGHT & PASSENGER SERVICE
FAR EAST, UNITED KINGDOM & CONTINENT.

Steamers.	Sailing.	
City of Boston	30th Jan.	London, Rotterdam & Hamburg

HOMEWARD PASSENGER SERVICE.

City of Manchester	20th Feb.	London
City of Simla	Middle of March	London
City of Calcutta	10th May	London

Subject to change without notice.

For particulars of freight and passage rates apply to:—

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
S.S. "GLENSHANE"	31st December.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
M.V. "GLENAVY"	28th Jan.	GENOA, LONDON, R'DAM & H'BURG

Movements are subject to change without notice

For freight or further particulars please apply to:—

JARDINE, MATHESON & CO., LTD.
AGENTS THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
BANGKOK via Swatow	Chunsang	Tues. 27th Dec. at d'light.
HAIPHONG via Hoihow	Loksang	Tues. 27th Dec. at 10 a.m.
SHANGHAI via Swatow	Choysang	Wed. 28th Dec. at d'light.
BANGKOK	Fooshing	Wed. 28th Dec. at d'light.
S'HAI & T'tau via S'tow	Waishing	Thurs. 29th Dec. at d'light.
MANILA	Yuensang	Fri. 30th Dec. at 3 p.m.
STRAITS & Calcutta	Laisang	Sat. 31st Dec. at 3 p.m.
SANDAKAN	Hinsang	Tues. 3rd Jan. at noon.

CALCUTTA LINE:—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning, from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passenger and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Laisang" will be despatched on or about Saturday, 31st Dec., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:—

JARDINE MATHESON & CO., LTD.

Telephone No. 215. General Managers.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SWATOW & BANGKOK	Kwangchow	...27th Dec. at 10 a.m.
HAIPHONG	Pakhoi	...27th Dec. at noon.
SHANGHAI	Sulyang	...27th Dec. at noon.
SWATOW & SINGAPORE	Kiungchow	...27th Dec. at p.m.
SHANGHAI	Sinkiang	...29th Dec. at noon.
SOURABAYA, PASOREAN	Taikoowanyh	...30th Dec. at noon.
PORT COURBET	Kuelchow	...31st Dec. at 10 a.m.
SHANGHAI & TSINGTAO	Shantung	...31st Dec. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	... 3rd Jan. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly), taking Cargo on through Bills of Lading to all Yangtsze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36. Agents.
Hongkong Dec. 27, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cusine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiching	J. S. Thomson	TUES., 27th Dec. at noon.
Hailoong	W. Couper	THUR., 29th Dec. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)
Regular freight and passenger service between
JAPAN, HONGKONG & JAVA.

For Batavia, Samarang, Sourabaya, Macassar & Balikpapan.

S.S. MACASSAR MARU Sailing on or about 5th Jan.
" SAMARANG MARU Sailing on or about 24th Jan.

For Moji, Kobe, Osaka & Yokohama.

S.S. BORNEO MARU Sailing on or about 13th Jan.
" CHERIBON MARU Sailing on or about 1st Feb.

For further particulars please apply to:—

K. SUZUKI,
Manager.

Tel. No. 2306.
Second Princes, Floor Building.

SHIPPING NEWS.

VLADIVOSTOK TRADE.

In view of the fact the Tsuruga-Vladivostok line has improved with the amelioration of the Vladivostok trade, the Osaka Shosen Kaisha has decided to place the Taihoku-maru on the run from the 20th instant in addition to the Hozan-maru now in service.

SHIPPING BUSINESS.

There exists a considerable amount of timber to be transported from America to the Orient. Most of the Katsuda Kisen Kaisha ships are engaging in the conveyance of American timber. The freight rate has advanced from $13.50, even at which figure shipowners feel rather unwilling to do business. Australian wheat continues to arrive. Several N.Y.K. and O.S.K. chartered ships will bring Australian wheat to Japan for January and February shipment. In addition the Yamashita Kisen Kaisha has 15,000 tons wheat to carry on behalf of the Suzuki and Mitsui firms. The Taiyo Kaiun Kaisha also has 7,000 tons to transport for the Suzuki firm.

U. S. PASSPORT REGULATIONS.

Aliens who are simply passing through American territory *en route* to a foreign destination, and who are able to furnish proof to this effect, do not require American visas. This waiver does not apply to any aliens except those who are proceeding directly to their foreign destination on through tickets or who have otherwise provided or will provide, for through transportation. Aliens who intend to remain in American territory, even for short periods of time other than the necessary delays in transit, are required to obtain American visas in the usual way. Although no American visa is required by the aliens specified they must still be in possession of passports, and they must apply to the American Consulate in the same manner as visa applicants, in order to obtain from the consular officer a "Transit Certificate.

SHIPPING SUBSIDIES.

The competition that the small shipping companies are carrying on to secure the subsidised Nagasaki-Goto line and the Kagoshima-Oshima line for next year shows the internal conditions of these companies. On the Kagoshima-Oshima line, the Taiyo Kisen Kaisha is running one subsidised vessel, together with the Oshima Kisen Kaisha. Each of these companies has canvassed strenuously to get a subsidy for another steamer, with the result that the desired subsidy has been included in the Budget for the next fiscal year. The question is on which company the subsidy ought to be conferred. The Nagasaki-Goto line is now served by the Kyushu Kisen Kaisha and the Goto Kisen Kaisha, both of which find it difficult to maintain business. The authorities would wish to induce more consolidated companies to serve the line, if it were not for the endeavours of the distressed concerns, and the question has arisen, therefore, whether these companies should not be amalgamated to maintain the business.

AUSTRALIAN SEAMEN.

The Federated Seamen's Union of Australia has decided to demand an increase in wages to the extent of £6 per month for members of the organization employed on the inter-State steamers. The union is demanding the following rates of pay: Able seamen, £20 per month; lamp trimmers, £21; boatswain, £21; trimmers, £20; greasers and firemen, £21; ordinary seamen (18 years or over), £15 15s.; ordinary seamen (under 18 years), £14. Other claims include the following: That the overtime rates shall be increased from 2s. 6d. per hour to 3s. 6d.; that in case of the death of a seaman through sickness or accident while in the service of the employer, the wife, children or next of kin should be entitled to £750 compensation to be paid by the employer; that the employer should allow all crews of ships then in port to attend a "stop-work" meeting of the union on the last Tuesday in each month between the hours of 9 a.m. and noon, without any reduction in the wages of the employee; that when a ship was placed in commission for any period less than one month, each deck hand should receive 20s. a day, each ordinary seamen 16s., and each engine-room and stokehold hand £2. They also claim a six-hour day in port for deck and stokehold hands, and that where a seaman is required by the owners to live ashore he shall be paid a daily allowance of 9s.

NOTICES.

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SHANGHAI CRICKET.

The 1921 Season Reviewed.

Unusual keenness was shown in the local cricket world during the past season writes "O. B." in the *North China Daily News*. The incidence of Interport matches makes for keenness, and with Hongkong as our guests in the spring and Japan as our hosts later in the season, interest was maintained into October. Having annexed the Hongkong, Hankow, Kobe, and Yokohama flags, may be said to have had a successful season. However, Interport games are not the alpha and omega of our cricket and it is in our local matches that keenness must be maintained.

The League has done much to sustain interest and it was unfortunate that this competition could not be properly completed.

The Municipal Police fielded what was probably the strongest team that has ever represented there and was possibly the best all-round team in the League.

The scheme of dividing the Shanghai Cricket Club into "A" and "B" teams worked well, but it is with genuine regret one notices the sad falling off of the Recreation Club.

A tactful and energetic captain is badly needed and the absence of the Wallace brothers (due to *anno domini*?) has had its effect on the *esprit de corps* of this club. There are still too many complaints of late starts and turning up short. This is bad enough in any case, but is inexcusable in a skipper.

With reference to these remarks the Parsee C.C. sets an excellent example of punctuality and keenness and it is hoped that they will be included in the league next season.

All our Interport matches were won easily. We were a trifle lucky to beat Hongkong as we did. The spin of the coin was undoubtedly a great factor in this result. Nevetheless Shanghai can now choose a stronger all-round team that at any time during the last 15 years.

SOME LEADING FIGURES.

Turning to individuals. Capt Barrett has had a successful season in spite of a marked loss of activity due to age and figure!

Clifford wound up the season well after a poor start and is a good all-round player. Incidentally he proved a very able and popular captain against Hankow. Muriel, a very attractive bat, has shown consistent form and fielded well at cover point. Deeks shows no sign of falling off. A heart-breaking batsman to bowl out, he is a very useful man to go in first in spite of the number of runs he loses owing to lack of engine power!

Quayle showed improved form and is now a very sound player but his bowling is a sad relict of the past. He could, with practice, develop into a good medium paced bowler, but apparently lacks the necessary energy and concentration.

Leach is probably the best all-rounder here to-day closely followed by Wainwright. The former is keenness personified and is a great acquisition to Shanghai cricket.

Another useful all-rounder is Day, who sets a splendid example of energy on the field. Of the youngsters, Bichard is a promising batsman, who should, with training and experience, do well.

AMONG THE BOWLERS.

Of the bowlers Allison heads the averages with splendid figures. He gets through a tremendous lot of work and is always a trier. He insists on bowling round the wicket and in spite of this his low delivery makes him very difficult to hit. He keeps a good length and every now and then brings one back quickly from the off.

O'Hara is probably the best class bowler Shanghai has seen. His beautiful action and accurate length make him fit for any side and his keeness on the game is a fine example to the younger generation. His many friends rejoice at his recovery from his serious illness.

Of the other bowlers, Leach and Wainwright have done well. Leach keeps a good length and and usually requires watching. Wainwright has bowled his googly with much success at times. He should not, however, overdo it. A continued good length leg break with an occasional googlie or one that goes on straight is the stuff to give 'em."

As usual Billings got a lot of wickets at low cost. There is much life in the old dog yet!

Of the remainder, Mansel Smith was the best. Seeing what a good tennis player he is it is gratifying to see him turning out for cricket on all possible occasions.

Deeks kept wicket against Hongkong. He was useful, but not polished. Brook kept in Japan but apart from one or two smart pieces of work, was not a success.

Barnes has improved beyond all knowledge and may yet develop real interport form.

From all aspects the future of Shanghai cricket is excellent—better than it has been in the last 15 years in point of view of keenness and number of matches played.

TIDE TABLE.

24th to 30th Dec., 1921.

Day of Week	Day of Month	High Water Hongkong Mean Time	Height	Low Water Hongkong Mean Time	Height
		h. m.	ft. in.	h. m.	ft. in.
Sat.	24	m 5 45	5.0	m 11 51	2.3
		6 3a	5.4		
Sun.	25	m 7 4	4.8	m 1 0	2.5
		6 4a	5.3	8a	3.2
Mon.	26	m 8 14	4.7	m 1 48	2.0
		7 11a	7.2	0 43a	3.3
Tues.	27	m 9 14	4.5	m 2 31	1.5
		7 53a	7.4	1 28a	3.3
Wed.	28	m 10 3	4.5	m 3 13	1.2
		8 33a	7.6	2 6a	3.3
Thur.	29	m 10 45	4.5	m 3 57	1.0
		8 7a	7.6	2 42a	3.3
Fri.	30	m 11 25	4.5	m 4 32	7.9
		9 40a	7.6	3 21a	3.3

m morning; a afternoon

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(Opening Rate: closing Rate on Page 11.

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Demand	2/7⅛
10 d/s	
30 d/s	
4 m/s	2/7¼
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Demand, India	—
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T/T Marks	Nom.
T/T Francs	6.85
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4 m/s. Francs	7.45
6 m/s. Francs	7.65
Demand, Germany.	
Demand, New York	53⅞
T/T Bombay	Nom.
Demand, Bombay	195
T/T Calcutta	Nom.
Demand, Calcutta	195
On Yokohama	112½
Demand, Manila	120
Demand, Singapore.	111½
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On Haiphong	Nom.
On Saigon	—
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Hongkong Dec. 24, 1921.

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Hongkong, Dec. 22, 1921.

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TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 10 mins
8.00 "	to 9.30 a.m.	" 15 mins
9.30 "	to 11.00 a.m.	" 15 mins
11.30 "	to 12.30 p.m.	" 15 mins
12.30 p.m.	to 2.30 p.m.	" 10 mins
2.30 "	to 4.00 p.m.	" 15 mins
4.00 "	to 8.10 p.m.	" 10 mins

NIGHT CARS.

8.50 p.m. to 9.00 p.m. 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAYS.

EXTRA CAR 12.00 midnight.

SUNDAYS.

7.30 a.m.	to 7.45 a.m.	
8.00 a.m.	to 8.30 a.m.	Every 15 mins
8.30 a.m.	to 11.00 a.m.	" 10 mins
11.30 a.m.	to 12.00 noon	" 15 mins
12.00 noon	to 1.00 p.m.	" 10 mins
1.00 p.m.	to 4.00 p.m.	" 15 mins
4.00 p.m.	to 8.10 p.m.	" 10 mins

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WEATHER REPORT.

Dec. 23d. 11h. 32m.—Pressure has decreased slightly at Vladivostock and Weihaiwei, and increased slightly at all other reporting stations.

The northern anticyclone is probably moving eastward, leaving a separate anticyclone over China.

Fresh to strong monsoon may be expected along the coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day. 0.00 inches. Total since January 1st. 97.33 inches, against an average of 82.82 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	N.E. winds, fresh to strong; fine to cloudy.
2 Formosa Channel	N.E. winds, strong to a gale.
3 South coast of China between H.K. & Lamocks.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

T. F. CLAXTON, Director.
H.K. Observatory, Dec. 23, 1921.

TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m. and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the above routine will be carried out with the flag "Z", on the storm signal mast.

Time signal are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 56m. 0s. to 9h. 0m. 0s. p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (8 hours of east Greenwich).

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